



# **Chief Technical Officer's Meeting**

## **Thursday, 15<sup>th</sup> November, 2018, @ 10.00 am**

**Isuzu Australia,  
66 Foundation Road,  
Truganina, Vic, 3008**

**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](mailto:admin@truck-industry-council.org) W: [www.truck-industry-council.org](http://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 9<sup>th</sup> August 2018 (Brisbane):**

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

### **2a. NEVDIS In-Service Truck Registration Data:**

#### May 2018 update:

Third Party supplier, BigData, is not responding to calls or emails.

Issue has been elevated to TIC CEO and an alternative source of information is currently being investigated.

#### August 2018 update:

TIC has entered into discussions with another organisation to gain access to NEVDIS In-Service Truck Registration Data.

#### November 2018 update:

Alternate provider is having issues with the accuracy of the data supplied by NEVDIS however progress continues. Further updates will be provided to both TIC CEO's and CTO's.



## **2b. ARTSA/Peter Hart “cause of truck fires”:**

### Recap:

Peter Hart (ARTSA) gave a presentation on heavy vehicle truck fires at TLG on 24th May 2017. Peter detailed information from National Truck Insurance (NTI) about the high incidence of “non-impact” truck fires. Following the TLG meeting, both Peter Hart and Rob Perkins approached TIC CTO wishing to address TIC’s Technical Forum. TIC Members approved in principal for Peter Hart to deliver his presentation. Peter was invited to, but was unable to attend, the November 2017 CTO meeting.

### November 2018 update:

Peter Hart will be presenting at today’s CTO meetings. Please refer to ***Item 11***.

## **2c. OICA “anti-trust” document:**

### Recap:

OICA is developing an “anti-trust” document that will detail expected behaviour of member companies at its industry meetings in Europe and around the world.

### August 2018 update:

The OICA document has been completed and TIC has received a copy. TIC is currently seeking preliminary legal advice to determine if any changes are required to the OICA text for use in Australia.



### November 2018 update:

Some OICA members have requested the OICA obtain legal advice to determine the validity of the “anti-trust” document in all EU countries. OICA is obtaining legal advice and hope to have the document ratified at the February 2019 Executive Meeting in Paris. TIC have held off gaining final legal advice in Australia until the OICA document has gained EU legal “blessing”.

### **2d. Potential safety issues associated with Kobe Steel products:**

#### 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.



## November 2018 update:

TIC CTO has now received replies from 5 TIC member Brands, **only 11 Brands to go!** Please discuss with your parent company and provide TIC CTO with a statement regarding use of Kobe Steel. CTO will revisit this issue at the February 2019 CTO's meeting.

## **2e. DIRDC's future HV safety strategy:**

### 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 22<sup>nd</sup> November 2017.
- New Safety Technologies Information Program (all road vehicles).
- Vulnerable Road Users and Heavy Vehicle Interactions Near Construction Sites

### August 2018 update:

TIC has been informed by DIRDC that COAG TIC voted to accept the draft National Road Safety Action Plan 2018-2020 in late May 2018. DIRDC are now reviewing international HV mass and dimension



regulations with a view to developing a case to support the harmonisation of more international regulations governing HV mass and dimension.

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

### November 2018 update:

DIRDC detailed at TLG (7<sup>th</sup> 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 (savings to be had by using globally used components, assemblies and vehicles).
- 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 2<sup>nd</sup> October 2018 that they will allow 2.55m wide buses on selected routes, effectively immediately.



## **2f. The Takata SRS Air Bar Recall:**

### Recap (early 2018):

- On the 28<sup>th</sup> Feb 2018 the ACCC made the Takata air bag recall “compulsory”. With all OEM’s given until the December 31<sup>st</sup> 2020 to complete the recall.
- This is the first ever compulsory automotive recall in Australia.
- Two TIC Members (3 Brands) are affected.
- FCAI have questioned the ACCC about the practicality of the compulsory recall (parts supply, contacting owners of 10-15 year old vehicles, owners being willing to respond to the recall, etc).
- TIC CEO’s were urged by TIC management and TIC President at the 14<sup>th</sup> March 2018 Council meeting to comply with all ACCC requests.
- CEO’s of effected Brands stated that they had the situation well in hand and would have their effected trucks rectified well before the December 31<sup>st</sup> 2020 deadline set by the ACCC.
- **The Takata Corporation has been sold and has a new name. This new company name MUST be used on all new RVCS forms/applications, otherwise they will be rejected. Takata make other products such as seat belts, ALL their products require the new name on new RVCS forms.**
- DIRDC informed TIC that they are not receiving monthly recall updates from a number of TIC Members (this applies to all recalls, not just Takata). **TIC CTO reminded Members of their responsibility to provide Recall updates to DIRDC.**





### August 2018 update:

The ACCC has also requested ALL OEM's effected by the Takata recall to report back by the END of AUGUST 2018 to the ACCC with an update of rectified vehicles and an updated plan/forecast on the outstanding vehicles.

### General Vehicle Recalls:

- DIRDC are developing a standardise form to facilitate more consistent feedback. Proposed that this be via a web portal/on-line form. Draft form has been distributed to members for comment.
- One TIC Member has detailed to TIC that the ACCC had refused to accept "e-mail" applications for new recalls. All new recalls must be completed using an on-line form at the ACCC's website. TIC will update our Recalls CoP to reflect this new requirement.
- The same TIC Member had the ACCC refuse to upload a recall because it was for a Commercial Vehicle that are not covered under the ACCC's legal scope/mandate.
- DIRDC have a Road Vehicles Recalls Working Group meeting in Canberra on 10<sup>th</sup> August 2018, TIC and TIC Members will be attending. Update at the November 2018 CTO meeting.



## November 2018 update:

- Selected States (SA and QLD) have announced that they require proof that vehicles fitted with Takata Alpha air bags have had their recall action completed before allowing registration renewal. ACT have announced they will implement a similar plan before the end of 2018. Other States are considering similar action. This action probably won't assist TIC members as they don't have vehicles fitted with Alpha air bags.
- The ACCC is the sole management authority for this compulsory recall and will continue to manage this recall even after the RVSA recall provisions are enacted.
- TIC raised the issue that some TIC members were experiencing “communication issues” with the ACCC over the recognition and posting of “truck” recalls with DIRDC. The Department told TIC that the ACCC’s legal mandate was for “consumer goods” recalls, not “commercial goods” recalls. The ACCC has and will continue to give preferential treatment to “consumer goods” recalls. TIC members should allow up to one month for ACCC action on “consumer goods” recall requests. If no action after that, raise the issue with TIC CTO.



- The first Road Vehicles Recalls Working Group meeting was held in Canberra on 10<sup>th</sup> August 2018, TIC was represented by Barry Noble, Chris Loose, Mark Hammond and Steve Ghaly:
  - Fair to say that the Department were not that well prepared.
  - 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. When questioned by workshop participants how the new RVSA recall process would work and interface with the ACCC’s Consumer Goods Recall Website, DIRDC admitted that they had not “worked out the details yet”.
  - Next meeting is next week on Wed. 21<sup>st</sup> November 2018, 4 TIC attendees.
- DIRDC/RVCS have been sending out inconsistent information to IPA holders with regard to the Takata Corporation name change, now known as Joyson Safety Systems. There is NO requirement to update existing approved SE Forms in an IPA with new company name details, HOWEVER all newly submitted SE Forms MUST use Joyson



Safety Systems as the supplier name (seat belts, SRS air-bags, etc). Any new SE Form lodged which detail the Takata name will be REJECTED, as Takata does not exist as a company.

- Are TIC members experiencing any difficulties/roadblocks in implementing recall actions, Takata, or other?

## **2g. ANCAP Testing and Star Ratings for Heavy Vehicles (no discussion outside TIC please):**

### Recap:

Raised at the 19<sup>th</sup> April 2018 SVSEG meeting in Canberra that TIC attended.

ANCAP were investigating the possibility of extending their testing and safety star rating system to trucks. Detailed at SVSEG 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.

### August 2018 update:

James Goodwin (ANCAP Chief Executive) was quoted as saying (TransportTalk-NZ, June 2018) that ANCAP were investigating crash statistics to determine if there was evidence that the driver and/or passengers in trucks above 3.5t GVM were suffering serious or life threatening injuries and if crash testing of trucks in the 3.5t to 4.5t GVM range should be considered.



TIC thoughts: ANCAP are struggling to find new light vehicle opportunities, particularly now that Euro and US NCAP and ANCAP are now aligned, hence ANCAP may be looking at how to justify their existence moving forward. TIC CTO attended the TfNSW Stay Safe Heavy Vehicle Strategy Workshop on 25<sup>th</sup> July 2018 where TfNSW detailed that over the past 2 years they had tracked an 80% increase in deaths and serious injuries from vehicles in the 3.5t to 4.5t GVM range involved in two vehicle accidents. When questioned by TIC CTO if these deaths/injuries were the occupants of the 3.5t to 4.5t GVM vehicle, or the “other” vehicle, or both vehicles, TfNSW said they had not analyzed the data in that much detail as yet. However, this segment’s increase was “by far the most concerning trend” in NSW vehicle crashes and TfNSW and RMS were investigating.

November 2018 update:

TIC CEO, CTO and CO met with TfNSW on 26<sup>th</sup> September 2018 to discuss TIC’s National Truck Plan and an access agreement to TfNSW Heavy Vehicle crash data. 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. TfNSW had not seen any noticeable increase in crashes of NB1 vehicles and hinted at not supporting (providing funds) for the crash testing of “trucks” (NB1 and above). TIC to monitor ANCAP’s comments on “trucks”.



## **2h. Partially Completed Vehicles (PCV) Notice:**

### Recap:

The NHVR released their Partially Completed Vehicles (PCV) Notice in mid July 2018 after some consultation with TIC Members (2 in QLD only) and TIC. The Notice was released with specific concerns raised by TIC not having been addressed. The NHVR admitted that there was a disconnect between the information that they received from jurisdictions and what actually happens when currently a PCV is driven on a public road. The NHVR acknowledged that more work needed to be done and that the PCV Notice would have to be revised. NHVR and TIC have agreed to work together to find a practical solution to the outstanding issues raised by TIC. TIC has given an undertaking to develop a PCV guide that will complement the NHVR's PCV Notice and PCV Users Guide (both documents to be revised by the NHVR in due course). TIC's guide will detail in practical terms the differences between a PCV and an ADR compliant vehicle, including temporary measures that can be applied to a PCV to make it an ADR compliant vehicle for longer distance (greater than 100km) on-road movements.

### November 2018 update:

NHVR provided a formal response (on 25<sup>th</sup> October 2018) to the PCV Notice issues/concerns raised by TIC in our email of 24<sup>th</sup> July 2018. The response addressed a



number of the problems raised by TIC, however some issues remain outstanding, including:

- Road testing of new vehicles requires the fitment of the entire vertical exhaust system (if applicable), for a simple, few kilometer drive. NHVR claims that this was included due to “concerns” stated by VGA (who were contact directly by the NHVR). Despite repeated request by TIC CTO for those “concerns” to be detailed by the NHVR, they have not provided any explanation, in over 6 months.
- The details required in an OEM Letter of Compliance (LoC):
  - Should the LoC be VIN specific (a letter per truck)?
  - Should the LoC be carried with the vehicle?
- What responsibilities does the driver of a PCV have?
- What level of OEM evidence is required for Risk Mitigation Measures?
- The NHVR are proposing 3 individual documents that will collectively detail the requirements of a PCV movement:
  - PCV Notice (NHVR)
  - PCV Operators Guide (NHVR)
  - PVC Industry Guideline (Industry – TIC developed)



TIC believes that 3 documents is simply too many and has proposed just 2 documents.

➤ TIC and NHVR PCV Notice discussions are ongoing.....

## **2i. NHVR's HV Voluntary Advanced Safety Package:**

### 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.

### NHVR August 2018 Update (at CTO meeting):

NHVR detailed that most of the advanced safety features that they were looking at introducing in the voluntary advanced safety feature scheme were either standard or options on Euro VI (or equivalent models) and that they felt that Euro VI and equivalents would be a key requirement in their plans. There was also the added benefit of reducing PM by 50% over current ADR80/03 trucks and that this was a worthwhile health benefit. The NHVR recognised that the fitment of 385 tyres on the steer axle was an issue for many truck OEM's and they were looking at the possibility of 315 steer tyres. The NHVR noted that the biggest issue for the use of 315 tyres was the lack of pavement load/damage





testing/data that existed (the 315 tyre has never been tested). The NHVR was discussing this issue with ARRB and TIC to find a way forward including the funding that would be necessary for testing. The NHVR indicated that in addition to ADR80/04 emissions, Cab Strength, Stability Control and AEBS would likely form the basis of the advanced safety feature package. The NHVR was unsure if LKAS and/or LDW would form part of the package, as the cost versus safety benefit was not as worthwhile as the other technologies explored. Sal Petrocitto addressed the TIC CEO's in mid August 2018.

November 2018 update (**no discussion outside TIC please**):

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

- 2.55m width (NHVR preference 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



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Still no mention of additional rear axle mass despite TIC recommendations. The NHVR will continue their discussions with TIC and Peter Austin has requested a meeting to discuss the draft before proceeding. No date set as yet, unlikely to be November 2018.

**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 19<sup>th</sup> April 2018 in Canberra, TIC was represented by Mark H and Chris L Update given at May 2018 CTO meeting in Canberra.

**Next SVSEG meeting is set for the 6<sup>th</sup> December 2018 in Canberra.**

TIC to update TIC members at the February 2019 CTO meeting in Melbourne.

#### **TLG:**

Last TLG meeting was held on the 7<sup>th</sup> November 2018 in Canberra. TIC was represented by Mark H and Chris L.

Issues relating to Heavy Vehicles were:

➤ TIC presented the following 3 presentations at TLG (proposed ADR amendments):

1. Increase twin-steer axle spread conditionally from 2m to 2.8m.

TLG meeting comment: *Proposal was generally supported. The NHVR has requested axle layout details in order to undertake road impact assessment and*



*bridge formula review.*

TIC member action: CTO's are requested to provide appropriate (wide axle spread) illustrative drawings (Body Builder, etc).

2. Increase retractable lift axle masses to GML when the axle group is fitted with ABS and increase rear overhang from 60% to 70% of WB.

TLG meeting comment: *Proposal was generally supported. Requirement for ABS may become ESC/RSC with the impact of tail swing.*

3. Removal of the 825kPa tyre inflation pressure limitation.

TLG meeting comment: *Proposal was generally supported, however not by BIC and the ATA raised historical concerns about increased road damage. Additional work into the historical rational is required, as well as understanding BIC's concerns.*

- Minister responsible for DIRDC (Vehicle's Safety) is Andrew Broad MP.  
Minister Broad has signed off (31<sup>st</sup> October 2018) new/revised ADR's – 23, **42, 90**, 91, **92, 93**, 94 & **95**. These ADR's were created/updated to support the introduction of IWVTA from mid 2019.



- **ALL New Model truck IPA's submitted from the 1<sup>st</sup> July 2019 MUST comply with ADR42/05 and ADR's 90/00, 92/00, 93/00 and 95/00 (where applicable).**
  - **Check with DIRDC for any New Model IPA's submitted before the 1<sup>st</sup> July 2019 and not likely to be approved by 1<sup>st</sup> July 2019 (comply with ADR42/04?, or 42/05 + new ADR's?).**
  - ALL Existing truck IPA's can either:
    - Continue to comply with ADR42/04\*\*, or
    - Be updated to comply with ADR42/05 + new ADR's, (where applicable).
- \*\*ADR42/04 (and ADR42/05) has been updated to reflect the correct plug/Truck/Trailer Standards, including wiring for the reverse light circuit. This may affect Current and New Model IPA's from 1<sup>st</sup> July 2019 (for those TIC members not already using the correct Standard/s).
- TIC CO circulated draft SE Forms for these ADR's to TIC members on 14<sup>th</sup> November 2018. TIC member action: Members are requested to review the Forms and **reply back to TIC by 10<sup>th</sup> December 2018**, TIC will consolidate responses and reply to RVCS.



- Minister responsible for DIRDC (Vehicle's Environment) is “believed” to be Michael McCormack Deputy PM.
- RVSA has been listed for Senate debate on 13<sup>th</sup> November 2018.  
[https://www.aph.gov.au/Parliamentary\\_Business/Chamber\\_documents/Senate\\_chamber\\_documents/The\\_Week\\_Ahead#fndtn-Bills](https://www.aph.gov.au/Parliamentary_Business/Chamber_documents/Senate_chamber_documents/The_Week_Ahead#fndtn-Bills)  
If passed, commencement date to be end November/December 2019.
- ADR Definitions for Length and Width are being reviewed to exclude mirrors and cameras for indirect vision, in line with ECE definition, however DIRDC is grappling with putting ECE requirements into ADR14 that allows unique Australian alternatives for mirrors.
- ADR Definitions for Axle Groups are being reviewed to include Quad Axle Groups.
- Final ADR35/38 SE forms to be available 6 months before the effective date of the ADR. TIC and other industry groups said that that was too late.
- Updated ADR35 Circular is pending TIC's final feedback. TIC plans to have feedback to DIRDC by end of November 2018. TIC member action: Feedback to TIC TO by 23<sup>rd</sup> November 2018.



- ADR61 Secure Vehicle Identification/marketing (SVI) paper to be presented at SVSEG in December 2018. Some States are still pushing for the fitment of the ADR Vehicle Plate for NC trucks. TIC opposes this. Industry highlighted and DIRDC acknowledged, that transitioning from MVSA to RVSA for Identification and Vehicle Plates and the new SVI is problematic for OEM's and potentially in-service registration and enforcement.
- ACT highlighted a recent issue while undertaking an RBT (brake test), where trailer brakes on a Light Trailer were control via a mobile phone app and did not work! This feature is becoming common in the hire trailer area (Bunnings, etc) with tow vehicles not equipped with electric brake controller. Government move to ban such systems.
- New number plate labelling for alternative fuelled vehicles (NG, H<sub>2</sub>, EV, Hybrid, etc) come into force 1<sup>st</sup> January 2019, ALL Light and Heavy vehicles MUST comply.
- NTC is undertaking a project on drive distraction, no other details as yet.
- NSW government owned/supported buses are now required to be fitted with fire suppression equipment and TPMS. Program underway to retrofit seat belts to all NSW school busses.



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➤ Next TLG meeting has been proposed for March 2019 - TBC.





## **Item 4: National Heavy Vehicle Regulator (NHVR) Update:**

### **a) NHVR's Technical Working Group (TWG):**

#### Recap:

TIC (Mark H and Chris L) meet with the NHVR on 9th April 2018 to review a range of topics.

An update given to Members at the May 2018 CTO meeting in Canberra.

No date has been proposed for the next NHVR TWG meeting.

TIC (Mark H and Chris L) met with the NHVR on 8<sup>th</sup> August 2018.

TIC to give an update at the November 2018 CTO meeting in Melbourne.

#### November 2018 update:

- Meeting was held in Brisbane 1<sup>st</sup> November 2018 and was attend by all HV truck industry associations (TIC, HVIA, ARTSA, ATA, CVIAA) as well as DIRDC.
- TIC 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)



## Update of key Truck issues:

### ➤ **National AVE Scheme**

#### Recap:

The NHVR advised that this project has been put on hold due to push-back from some jurisdictions (who stand to lose significant federal government funding of their existing schemes). The NHVR has also identified legal and process issues with a national AVE scheme being “acknowledged” by States and Territories. Also refer to Item 22 today for a review of the proposed Victorian Registration Scheme for Professional Engineers.

#### November 2018 update:

No progress. This project is listed on their forward work program.

### ➤ **VSB11 RFS Review**

#### November 2018 update:

NHVR is to formally request the material and responsibilities be transferred across to them. It is currently proposed Infrastructure would continue to host and issue the RFS certificates.



TMR's in-service compliance (eg shock absorber) testing project has been completed. TMR report/feedback has not yet been published. NHVR will start VSB11 review after reviewing the TMR report.

➤ **VSB5 Manufacture and installation of additional seats**

Recap (from March 2017):

VSB6 refers to VSB5 for replacement and new seat installations, however TfNSW recently updated VSB5 and noted its applicability as only NA, NB1, MA, MB and MC ADR classes.

Situation is currently being reviewed at TLG. Currently there is no standard/guide for replacing or fitting seats in Heavy Vehicles.

November 2018 update:

No Progress.



## ➤ **Roadworthiness Inspection Framework**

### Recap:

The NHVR plans to use the data gathered to develop metrics for a Risk-based Roadworthiness Inspection Scheme based on:

- State
- Operator
- Vehicle age
- Vehicle application
- Vehicle Brand and Model

### March 2018 update:

The NHVR had a web meeting (16th January 2018) with the Technical Working Group (TWG) to explain the high-level details of their plans. In this meeting the NHVR detailed that they were considering publishing truck Brand and Model specific roadworthiness information. 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.

The NHVR offered to meet with TIC (Mark H and Chris L) to show TIC the data that they had and the system/s they were developing for targeted roadworthiness inspections.

Despite repeated attempts to organise this meeting (by TIC) the NHVR has not as yet honoured their commitment to meet and discuss this issue and their data.

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.

May 2018 update:

The NHVR had offered to meet with TIC to show TIC the data that they had and the system/s they were developing for targeted roadworthiness inspections. This offer was never forthcoming. 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. No information has been provided by the NHVR to date.

The NHVR did advise TIC at our meeting that the Risk Based Roadworthiness Inspection Framework 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.



November 2018 update:

NHVR has conditionally agreed to share a limited data set.

TIC is currently waiting for a ***deed to release*** data to be provided.

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

Proposal has been submitted to allow under VSB14 chassis-based vehicles to be modified via VSB6 for a selected set of codes.

➤ **Legislated GVM break points and confusion - discussion**

HVNL – more than 4,500kg

ARR200 - HV is 4,500kg and greater. But change has been drafted.

ADRs –for “N” not exceeding and exceeding, but NB1/2 up to 4,500kg and over 4,500kg

Licences – not greater than and greater than 4,500kg



➤ **RSL and compliance issues – taking responsible steps approach to CoR.**

There have been recent issues with misinterpretations of Engine ECU settings and with CoR requirements. NHVR and jurisdictions have been with an explanation.

Is there a need to develop a CoP or TG to assist owners?

➤ **Austroads Project funding NHVR for NEF6116: EXPLORATION OF HEAVY FREIGHT VEHICLE DIMENSIONS: PRODUCTIVITY, SAFETY AND OTHER CONSIDERATIONS**

➤ **NEW VSG's**

**VSG 22 - Tag trailers – significant discuss item.**

Defines a tag trailer and the 1:1 towing ratio with reference to only rear axle group as presented.

**VSG 23 - Car carrying frames on 26m b-doubles**

*“Recent amendments to the Regulation allow a prime mover in a 26 metre B-double combination that is carrying, or built to carry, other vehicles to have a deck fitted over the top of the prime mover”.*



## **VSG 24 - Emergency Service vehicle RSL**

RSL can be disabled for Emergency Service (Fire/Police/Ambulances) vehicles, but must be re-established before sold etc.

## **VSG 25 - Advanced braking systems in combinations**

Basically, if the facilities exist (eg sockets on both the towing unit and trailer) they must be connected. HVNL is being updated to re-enforce the requirements for roadworthiness.

### **➤ NHVR Issue Papers**

**TWG2-01** Type approval of modifications. Proposal from HVIA.

Proposal to allow appropriately supported items to be fitted by appropriately qualified persons negating the need to have an engineer inspection and sign-off.

Items include Bull Bars/reversing automated braking/Automated Park Brake Application.

**TWG2-02** Draw bar certification – no details provided as yet.

Proposal from HVIA. Target a draft VSG by end of the year.





**TWG2-03** Issues with low loaders – dolly combinations. No details being provided today  
Proposal from ATA.

➤ **In-service noise/drive-by management /NTC/TMR**

Legislation has been pulled, but will be re-submitted next year with a similar approach, but with NTC amended test procedure. NHVR and industry have concerns about the practicality of the proposed test (even the revised version).

➤ **Steerable axles and rear overhang – NSW issue**

A change in NSW is impacting a range of in-service units.

For **low wheel cut** axle (typically camber driven), the RoH assumes the axle is not steerable. Still under review.

➤ **New National Notices**

- B-Doubles: Expected to be finalised by end of November 2018
- HML and Road Trains: 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 will agree to.

- **PBS tyre review is under way by an independent organisation.**

## **Item 5: National Transport Commission's Autonomous Vehicle Safety Assurance Regulation RIS, update and discussion:**

### 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.

➤ Submissions to the RIS close on 9<sup>th</sup> July 2018.

#### August 2018 update:

- 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.
- TIC lodged a submission by the due date. Refer to August 2018 CTO's Meeting Minutes for submission details.
- TIC, the FCAI and other industry organisations are considering a target lobbying campaign aimed at the COAG TIC Ministers who will vote on this piece of regulatory reform in November 2018.

### November 2018 update:

James Hurnall (FCAI) was informed by Marcus Burke (NTC) in October 2018 that the NTC has decided to “split” its recommendations for Autonomous Vehicle Safety Assurance Regulation:

1. New Vehicle approval/compliance – NTC will be recommending to COAG TIC in November 2018 that the current Australian Design Rule (ADR) system/process be kept for certifying new Autonomous Vehicles and Autonomous Vehicle Systems (Option 1 above).



2. In-Service Assurance Regulation is to be further reviewed with a recommended position proposed to COAG TIC in March 2019. 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).
  - Without specific discussion with and feedback from, key stakeholders re the in-service/whole-of-life issues/responsibilities, TIC and the FCAI are unsure how the NTC can make any recommendations to COAG TIC.
  - FCAI have recommended that a specific Discussion Paper be developed by the NTC on in-service Autonomous Vehicle Safety Assurance Regulation. Followed by a suitable discussion with key stakeholders. Then based on this feedback the NTC would make



suitable recommendations to COAG TIC. TIC supports this FCAI recommendation. This process could not happen between now and the March 2019 COAG meeting.

- TIC and FCAI to consider further discussions with the NTC and/or discussions with COAG TIC Ministers.

## **Item 6: ADR80/04 (Euro VI and equivalents) – TICs position, update and discussion:**

### Recap:

- Unsuitable Australian Petrol fuel standards are likely to lead to the delay of Light Vehicle Euro 6 emission standards. The current Australian Diesel fuel standard is not an issue for Heavy Vehicle ADR80/04.
- Local fuel refineries claim that they will be unable to supply Euro VI suitable Petrol until 2025. This does not meet the governments emission objectives.
- In August 2017, DIRD confirmed to TIC CTO that the Draft Euro VI & ADR80/04 RIS (released 21<sup>st</sup> December 2016) would allow the staggered introduction of ADR80/04 (Heavy Vehicles) followed sometime later by Euro 6 (Light Vehicles), but NOT the staggered introduction of Euro VI/6 and ADR80/04 for Diesel Light and Heavy Vehicles followed sometime later by Euro 6 for Petrol Light



Vehicles. A new RIS would need to be developed for this scenario. And the major health benefits for Light Vehicles (RIS justification) come from Diesel Light Vehicles (there could actually be no viable Cost-to-Benefit case for Petrol Light Vehicle Euro 6).

- If the introduction of Euro VI/6 and ADR80/04 is split, it will be for Light Vehicles (both Diesel and Petrol) vs Heavy Vehicles (Diesel).
- DIRD also confirmed to TIC CTO in August 2017 that the decision to split the introduction of Euro VI/6 (Light Vehicles) and ADR80/04 (Heavy Vehicles) is sitting with the Minister (Paul Fletcher)
- The Fuel Quality RIS was released on the 25<sup>th</sup> January 2018, with responses due by 8<sup>th</sup> March 2018
- TIC lodged a submission for the Fuel Quality RIS on 9<sup>th</sup> March 2018. Euro 6 for Light Vehicles cannot be justified as a standalone case.

#### August 2018 update:

DIRDC recently 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, including public consultation. Develop and approve 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. The FCAI have a proposal that would see the introduction of Light and Heavy Vehicle Euro 6 and ADR80/04 split with:

- Heavy Vehicle ADR80/04 (Euro VI Step “b” (NOT Step “c”) and equivalents) introduction starting from November 2022 for New models. Further, TIC is suggesting an ALL Model date of 1<sup>st</sup> January 2025. Is this supported by TIC Members, feedback to TIC CTO by 17<sup>th</sup> August 2018 please?

Why Euro VI Step “b” and NOT DIRDC’s current target of Step “c”?

Answer: The introduction of Euro VI Step c “Real Drive On-Road Test”, with a PM particle count number, coupled with a change in break point for Euro Light and Heavy vehicle emissions to, above and below 4.5t GVM (not above and below 3.5t GVM) requires a BETTER quality Diesel than the current Australian Diesel standard (less than 8% PAH). So many OEM’s CANNOT introduce Euro VI Step c Diesel engines in Australia with our current Diesel fuel. Australia needs better quality Petrol AND Diesel.





### November 2018 update:

Based on (majority, but not unanimous) TIC member (CTO) feedback, TIC recommended to the TIC CEO meeting in late August 2018:

- TIC to push for a move to Euro VI Step “b” for NB1 and NB2 vehicles and Euro VI Step “c” for NC vehicles (and the equivalent Japanese and USA standards). With a timing of, NEW Models November 2022 and ALL Models January 2024.
- TIC CEO’s agreed to this proposal subject to technical support by their CTO’s (CTO agreed position was a move to Euro VI Step “b”). AND CEO’s proposed a new ALL Models introduction date of **January 2023**.

TIC CTO emailed all TIC members with this new proposal and “it all turned to poop”.

### Current Position (based on CTO feedback) November 2018:

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



- 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/revise. 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.



Potential TIC future direction (where to from here):

1. Do nothing (work to Government's detailed timeline).
2. Align with FCAI and push for the early introduction of Euro VI Step "b", NOT Step "c" (and equivalents), does not have unanimous TIC member support.
3. "Go it alone" with a push for Euro VI Step "c", or some hybrid Step "b"/Step "c" introduction (with equivalents), does not have unanimous TIC member support, nor FCAI support.
4. Review TIC position post 2019 federal election.



## **Item 7: NHVR's 50mm Tow Coupling Vehicle Standards Guide (VSG), update and discussion:**

### Recap:

- The NHVR has developed the 50mm Tow Coupling Vehicle Standards Guide - 16 (VSG), without industry consultation to our knowledge.
- TIC CTO circulated the VSG to TIC Members on 6<sup>th</sup> September 2017.
- A number of TIC Members contact the TIC CTO questioning the validity of the NHVR's "D-value" de-rating approach, suggesting that it was not correct.

### Recap - TIC suggested actions (immediate):

- TIC CTO strongly advises 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.



### August 2018 update:

TIC is working with HVIA to review possible testing, share efforts and costs. An approach has been made (April 2018) to Horizon Global parent of Hayman Reese to quote on testing tow balls:

1. Dynamic FEA analysis of a tow ball to determine the likely maximum D value that may be obtained on an AS4177 compliant 50mm tow ball. Dynamic analysis should follow ADR 62 Clause 12 requirements.
2. Confirmation testing to ADR 62 Clause 12 of:
  - A Hayman Reese 50 mm tow ball (specifically the tow ball under any of your brands which is the most popular).
  - A Toyota Genuine Accessories 50mm tow ball – seen to be a superior ball.

### November 2018 update:

- Progress has been slow. Quotes are being requested to test a tow ball and coupling head for maximum D value of a 50mm tow ball and a 50mm trailer coupling head tested to the requirements of Clause 12 of ADR 62/02 with a trailer mass (ATM) of 3,500kg.
- NHVR has flagged AS4177 (ageing Standard) for review by Standards Australia, likely to commence in approximately 12 months.



## **Item 8: NHVR's Bull Bar Vehicle Standards Guide (VSG-20), update & discussion:**

### 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 1<sup>st</sup> 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.
- Truck OEM versus DIRDC understanding of the “apparent surface” and measurement of the geometric requirements of a light differs. DIRDC’s Interpretation is based on VSB9 “Installation of lights on road vehicles” originally published July 1996. OEM’s believe that this document is no longer relevant due to new light technologies.
- 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 9<sup>th</sup> 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 ADR13 specifically restricts the number of Dipped Beam lights on a vehicle to a total of two. TIC CTO requested TIC member assistance.

August 2018 update:

TIC received no offers for assistance to work on the development of the Discussion Paper. Work in progress.

November 2018 update:

TIC CTO made a presentation to the NHVR’s TWG meeting 1<sup>st</sup> 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.



## **Item 9: 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.**

### **a) Field of View (FoV)**

#### 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.

#### August 2018 update:

Third version of Section 5 was added and circulated to CTO's for comment.

Limited feedback with 3 responses representing 5 brands, but all were supportive of V3 of the Section 5. Finalised version issued for approval.





## November 2018

CoP as draft has been agreed to by all responding members. We are still waiting for one (1) TIC member to provide feedback.

### **b) Electromagnetic Compatibility (EMC)**

#### 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.

#### May 2018 update:

Note ECE R10 Rel 5 effective date is 1/June/16 for new models to cover electric vehicles. Feedback from a TIC Member is that the effective date should be at least 12 months after the release of the updated TIC CoP.



Review of timing is required, then present to TIC Members and on Member acceptance be presented to ACMA for their approval.

August 2018 update:

Only change to the draft was to note the effective date for selected ECE standards to be 12 months after the CoP release.

A meeting has been arranged with AMCA and FCAI, which was held on the 7<sup>th</sup> of August, regarding ACMA's approval of the update CoP before putting it to CTO's for final approval.

November 2018 update:

ACMA has provided supportive feedback regarding the FCAI's simplified version. The TIC CoP has been updated and simplified in line with FCAI's. It has since been circulated to members.

For clarity, the ACMA labelling notice applies at the time the unit is supplied to market.

An OEM complying to the CoP is exempt from labelling requirements of this notice. 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.



## **c) Vehicle Recalls**

### May 2018 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](mailto:VehicleStandards@NHVR.Gov.AU) as well as WA/NT transport department 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.
- Draft to be issued before August 2018 CTO meeting, for review/discussion at that CTO meeting.
- 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.

### August 2018 update:

Feedback has been received from DIRDC regarding the update draft CoP, which also is designed to cover RVSA and has been incorporated into the draft.



DIRDC has organised a Recalls Forum to facilitate the transition from the ACL to RVSA with the initial meeting being held in Canberra on the 10<sup>th</sup> August.

TIC representatives are limited to 3 with the initial members being Chris Loose, Barry Noble and Steven Ghaly. TIC working group to be formed as required.

#### November 2018 update:

An addendum for the MVSA version CoP has been issued to CTOs clarifying issues with regard to the ACCC and the current MVSA.

Note: As of the commence date, Recalls will be totally controlled via the RVSA under Infrastructure, except for the Takata compulsory recall (ACCC).

Recalls working group meetings is being held next week – 21<sup>st</sup>/22<sup>nd</sup> November 2018.

#### **d)Manufacturers Plate**

#### November 2018 update:

Format and appearance have been updated – no technical changes.

It is being identified as Version 1.1, November 2018 and will be uploaded shortly.



## **Item 10: TIC Technical Guides (TG), update and discussion:**

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

### **a) Impact of Vehicle Modifications on ABS/ESC Function and Certification**

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.

#### November 2018 update:

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

### **b) Trailer Wiring for Reverse Light/Alarm**

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.

#### November 2018 update:

Qualified agreement by all TIC CTO's.



Concern raised regarding proposed noise level range of 78 to 107 dB(A)  $\pm$ 4 dB(A).

**From 12.00 noon:**

**Item 11: Guest Speaker: ARTSA/Peter Hart “cause of truck fires”**

Please refer to separate document

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



## **Item 13: The VSB6 Review Update.**

VSB6-V3 was implemented on the 1<sup>st</sup> September 2017 in all States and Territories (including WA and NT) and has moved from the NTC across to the NHVR for future management and maintenance. Next updated expected by the end of the year.

### **a) Tipper Bodies + Tilt Trays – Chris L**

#### 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 2<sup>nd</sup> September 2017, one month before the implementation date of VSB6-V3. On 5<sup>th</sup> October 2017 the NHVR announced a 6-month transition period (until 1<sup>st</sup> March 2018) where tippers do not have to comply with the “emergency stop” requirements of AS1418.8.

TIC working group to be formed with all interested TIC members (suggestions below).

NHVR TWG to be formed.

#### May 2018 update:

HVIA has formally agreed with NHVR to coordinate the writing of a new VSB6 code covering tippers. The HVIA’s Chief Technical Officer has had a preliminary planning meeting with the NHVR and both have broadly agreed on the process.



Namely, HVIA to form a working group of members to oversee the preparation of the draft code, chaired by HVIA CTO.

The draft code to be submitted to a Sub Group of the existing VSB 6 Industry Working Group, chaired by HVIA CTO.

Final Draft to be submitted to full VSB6 Industry Working Group (VSB6 IRG), chaired by NHVR. Once agreed by VSB6 IRG, the document will follow the usual process (public comment period, comment review, and then issue of document by NHVR).

It is expected that the first teleconference meeting of the HVIA working group will be held in the fortnight after ComVec.

August update 2018:

HVIA working groups has had 2 phone hook-ups. This group includes TIC members – Paccar, Isuzu, Hino, Fuso, Volvo. Meeting notes circulated to CTO's.

November 2018 update:

Progress is slow. 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*** is available.





## **b) Tow Trucks– Chris L**

### Recap:

Draft VSB section was sent to TIC CTO's on 26<sup>th</sup> February 2018

NHVR have requested feedback within 2 weeks

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.

### November 2018 update:

Stalled. Requirement for minimum steer axle loading in order to maintain control is being developed. No outlook at this stage.

## **c) Wheels and Tyres – Mark H**

### Recap:

Draft VSB section was sent to TIC CTO's on 26<sup>th</sup> February 2018

NHVR have requested feedback within 2 weeks



Primarily looking at fitting Wide Single wheels and tyres in place of dual wheels and tyres on 4x4 trucks. Will also look at Super Single wheel and tyre fitment on trucks and trailers (to replace dual wheel and tyre combinations)

Any interested TIC Members to assist Mark H in this Review Group?

TIC Member responses by 5<sup>th</sup> March 2018 (to Mark H)

May 2018 update:

No responses received.....

Mark H. reviewed the draft and provided extensive feedback back the NHVR, primarily around changing wheel offsets from OEM design standard and the induced wheel bearing and wheel end loads that this offset loading produces.

Also, the requirement to retest ADR35 Brakes was not stated in the Mod. Code where tyre diameters change beyond OEM limits.

The Mod. Code Draft does state that it is NOT applicable to *“conversion of dual wheels to single wheels where directly prohibited by the vehicle manufacturer”*.

Updated Draft was to be circulated to industry for review and comment before the end of April 2018, this has not yet happened.



August 2018 update:

Draft of VSB6 D3 – Fitting of non-standard wheel components and checklist was received June 2018 and Mark H has provided extensive feedback.

November 2018 update:

Code has been finalised, no significant changes from those recommended by TIC. Code should be released before end of 2018.

**d)ROPS and FOPS – Mark H**

Recap:

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

May and August 2018 update:

No progress, no change.

November 2018 update:

Little progress, other than NHVR confirmation Code will be split in two, “design” and “installation” and NHVR have initiated some FEA studies of ROPS/FOPS/chassis attachment.



## **e) Engine Emission Testing (Engine change or modification or alternate fuel) – Mark H**

### Recap:

Draft VSG-26 circulated to TIC members 17 September 2018, by TIC CTO. No significant issues raised by TIC members. TIC replied to the NHVR detailing that TIC and TIC members did not endorse, or support, the modification and changing of baseline engine characteristics or functions, fuel switching, or fuel supplementation via any form of hardware or software changes to the engine/vehicle. However, TIC did acknowledge that the proposed changes to VSB6 requiring PEMS testing equipment for verification was a far more robust system to test/check for in-service exhaust gas emission compliance. As such, TIC supported the NHVR's proposal.

### November 2018 update:

NHVR is finalising text, no significant changes, some “Australianising” of the UN-ECE R49 Revision 6 - PEMS test procedure. A significantly better outcome than the current test requirements. Test procedure could potentially be used to test for emission tampering. VSG-26 should be released late 2018/early 2019. VSB6 will be updated sometime in 2019 to include these changes.



## **Item 14: DIRDC's Road Vehicle Standards Act (RVSA) Working Groups, Secure Identification Label and RVCS issues:**

### **RVCS system Heavy Vehicle certification issues:**

#### **RVCS Recap:**

- TIC members have had various RVCS submission and approval issues. Those issues that have been brought to TIC's attention have been raised and discussed by TIC with DIRDC/RVCS. TIC members should continue to raise RVCS issues with TIC CTO and TO.
- RVCS have a News Letter. Planned to be 3 issues per year.

TIC Members are urged to subscribe to it. Subscribe at the RVSC website and follow the links:

[https://infrastructure.gov.au/vehicles/compliance\\_and\\_enforcement/road\\_vehicle\\_compliance\\_update.aspx#subscribe](https://infrastructure.gov.au/vehicles/compliance_and_enforcement/road_vehicle_compliance_update.aspx#subscribe)

#### **August 2018 update:**

DIRDC has proposed an RVCS forum but no further progress has been made.

2 x TIC members have offered to be involve, Daimler (Steven Ghaly) and Volvo Group (Charith Arunachalam).



### November 2018 update:

No further progress with the RVCS Forum. The review seems to have morphed into a more holistic look of certification practices under the 3 x RVSA Working Groups. Perhaps specific RVCS issues will be looked at in more detail once the “direction” of the RVSA becomes clear. TIC will raise this at the RVSA working Group meetings on the 21<sup>st</sup>/22<sup>nd</sup> November 2018.

### Road Vehicle Standards Act (RVSA):

#### November 2018 update:

- The first RVSA Type Approvals Consultation Group Meeting was held on the 10<sup>th</sup> August 2018. TIC was represented by Barry Noble, Chris Loose, Mark Hammond and Steve Ghaly:
  - 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.
  - Issues raised by FCAI and TIC regarding the Secure Vehicle Identification.
  - Issues raised by FCAI and TIC regarding the transition from MVSA to RVSA.



- Next meeting 21<sup>st</sup>/22<sup>nd</sup> November 2018.
- RVSA has been listed for Senate debate on 13<sup>th</sup> November 2018.
- If passed, commencement date to be end November/December 2019.
- First meetings for the:
  - RVSA Tools Consultation Group
  - RVSA Concessional RAV Pathway Consultation Group

Are scheduled for 21<sup>st</sup>/22<sup>nd</sup> November 2018. Barry N, Chris L, Mark H and Steve G will represent TIC.

## **Item 15 HV Brake Strategy Phase 2 – November 2018 update.**

### **HV Brake Strategy Phase 2 – ESC:**

#### Recap:

- ADR35/06 & 38/05 gazetted on 21<sup>st</sup> May 2018
- ADR35/06 introduction timing confirmed as: 1/Nov/2020 for NEW and 1/Jan/2022 ALL models.
- DIRDC has released a copy of draft Circular 35-06-2-1 for feedback.



- TIC has shared the draft with CTO's as well as Wabco and Knorr. TIC plans to have feedback to DIRDC by end of November 2018. **TIC member action: Feedback to TIC TO by 23rd November 2018.**
- Further work and research to support Option 6a (ESC on all trucks) and AEBS.
- Targeting end of 2018 for draft RIS and ADR35/07 (AEBS).

#### August 2018 update:

- TIC supplied, based on member feedback, the current sales of with AEBS to support the soon to be released RIS for AEBS.
- It is understood for that at least one system supplier of AEBS requires ESC as foundation for AEBS.
- In European, AEBS is only mandated on units with a GVM greater than 8 tonnes.
- DIRDC has released a draft circular 35-06-2-1 for feedback.
- TIC has shared the draft with CTOs plus Wabco and Knorr.
- No feedback has yet been received.

#### November 2018 update:

- a) ADR35/06 ESC - brake light activation. **Please refer to separate presentation.**
- b) ADR35/06 ESC - Circular and local demand for testing leading to the demand for test facility and its possible development.





c) VSG25, NTC law and wiring:

- NHVR VSG25 Connecting Advanced Braking Systems in Combination advises it is a legal requirement to electrically connect unit if the facilities exist – socket on each unit.
- The NTC is supporting this with a change to HVNL!
- Wiring issues and confusion.

Truck provides:	Trailer MV TEBS		
	CAN	ABS/Load sensing	RSC
12V power / 12V CAN signal	YES	YES	YES
24V power / 24V CAN signal	YES	YES	YES
12V power / 24V CAN signal	NO	YES	<b>Not guaranteed</b>
24V power / 12V CAN signal	NO	YES	<b>Not guaranteed</b>
12 or 24V power without CAN signal	NO	YES	YES



## Notes

- A fault will typically be experienced if the CAN voltages do not match supply voltages, but the TEBS unit will function without the CAN signal.
- Proposal remove 12/24 converters unless mandate as is the case with ADR35/06 for Road Train rates where 24 is the required supply voltage.

### d) 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 plan to release RIS in early 2019.
- DIRDC hope to have ADR complete and approved by May 2019.



## **Item 16: VIC Roads, NSW RMS and QLD-TMR Vulnerable Road User (VRU) Groups (heavy vehicle safety features and systems beyond statutory regulations), Update and Discussion:**

### Recap:

- Melbourne VRU group is proposing a follow-up meeting to finalise the project
- Cross Yarra Project (CYP) included only 4 items directly from London's CLOCS scheme for truck standards:
  - Warning signage eg for VRU
  - Side under-run protection eg UN ECE R73 as far as practically
  - Blind spot minimisation eg Ft, side and Rr minimised as far as practically
  - Vehicle manoeuvring warnings eg audible warning on left turning units

### Recap - Next Steps Proposal:

- TIC to develop a practicable stepped approach to lift the minimum vehicle specification standards of vehicles in government contracts
- TIC to look at the development of Technical Guidelines for safety features not covered by ADR's, for example:
  - Side under-run



- Forward and rearward blind spot mitigation systems

May 2018 update:

**CLOCS (London – UK) requirements are:**

1. Side Under Run Protection, if practical! (Refer to ATA TAP)
2. Blind spot elimination or minimisation at least one of the following:
  - a. Class V mirrors on bonneted vehicles and Class V & VI mirrors on Cab Over vehicles.
  - b. Camera.
  - c. Sensor/s and associated driver alert.
3. Audible means of warning road users of left-turn manoeuvre  
Audible warning devices to be fitted with a manual on/off switch or reset button for circumstances, such as working between hours 23.00 and 07.00, where it may be appropriate for the device to be deactivated.
4. Prominent signage on the vehicle warning road users of the dangers of manoeuvring past the inside of the vehicle

Key outstanding issue in Australia is the gap between the truck and dog trailer, which London don't have any experience of. Pedestrians climbed across drawbars, pedestrians walk and cyclists ride into the space, etc. If any members have a suggestion, please pass on your thoughts for managing this issue.



## August 2018 Update:

### **TMR-QLD:**

- TMR-QLD have now started a heavy vehicle Vulnerable Road User (VRU) Group.
- TIC met with them on 9th August 2018 to discuss VRU issues.
- Their focus has been to parallel the London CLOCS scheme

### **TfNSW:**

- TfNSW are investigating a range of features to be implement in 2019. TIC TO is working with Dan Levey and his team at TfNSW supplying technical input and recommendations.

### **VicRoads:**

- VicRoads have based their requirement purely on the CLOCS's scheme, despite recommendations made by TIC TO that some CLOCS requirements are not practical for implementation in Australia.
- VicRoads have not yet found a local supplier for an audible Left Turn Indicator.
- TIC has been highlighting concerns such as a difference in the starting point of the fleet (differing age and safety features) and also need for a mandatory reversing alarm.



November 2018 update:

**TMR-QLD:**

Detailed listing of additional safety features with an estimate of their costing has been provided.

**TfNSW:**

Mr Michael Holmes has been awarded the 2018 NRMA-ACT Road Safety Trust Churchill Fellowship to investigate best practices to improve heavy vehicle safety in urban environments - UK, Sweden, Belgium, Luxembourg. Contact has been made and guidance being provided. Is there an opportunity for Michael to visit OEM's in any of these countries?

**VicRoads:**

No change.



## **Item 17: National Heavy Vehicle Write Off Vehicle Register (HV - WOVR) project:**

### Recap:

- COAG TIC at their May 2017 meeting agreed to develop a National Written-Off Heavy Vehicle Register (WOHVR), similar to the WOVR that exists for light vehicles.
- TfNSW was appointed by COAG TIC to head the project.
- The HV-WOVR will cover all road registered vehicles above 4.5t, trucks, buses, trailers and mobile plant equipment.
- The HV-WOVR project is on track awaiting COAG TIC approval in May 2018.
- Technical Guide (for industry use) has been completed, won't be released until COAG TIC approval.
- TfNSW is preparing to hold an industry workshop in late May 2018 to brief industry stakeholders on how the new HV-WOVR scheme will be implemented in NSW from 1<sup>st</sup> July 2018 (pending COAG TIC approval in May 2018).

### August 2018 update:

COAG TIC approved the HV-WOVR in late May 2018 and approved the HV-WOVR's Expert Reference Group recommendation that a WOVR be developed for vehicles in the 3.5t to 4.5t GVM range. Action on this work is TBA by TfNSW.

TfNSW postponed their HV-WOVR industry workshop from May until 26<sup>th</sup> June 2018. TIC CTO attended. No serious issues or objections raised, however TIC raised concerns about the definition



change to “plant equipment” (the “yellow” machines), now defined in the HV-WOVR as “special purpose trucks”, TIC’s concerns were supported by the NHVR. The NHVR also suggested that the WOVR for 3.5t to 4.5t GVM range vehicles needed to be “fast tracked” to avoid the pending “hole” that will exist in the WOVR.

TfNSW stated that due to State legislation development and approval, the HV-WOVR would now be implemented from 1<sup>st</sup> January 2019, with other States to follow later in 2019.

#### November 2018 update:

- TIC CTO asked to review NSW-RMS HV-WOVR “press release” in late October 2018.
- RMS are intent on using the “special purpose truck” definition rather than “plant equipment”. TIC has exhausted all avenues with this issue.
- RMS have confirmed 1<sup>st</sup> January 2019 start date in NSW, but were unable to comment on the implementation action being taken by other States.
- A “staggered” introduction date would allow truck owners to avoid the WOVR by registering their truck or trailer in a State where the WOVR had not been implemented.....





## **Item 18: QLD-TMR and Industry review of S10 Livestock Loading scheme**

### Recap:

- The last Technical Reference Group meeting of the S10 Technical Reference Group and TMR was held on 27<sup>th</sup> July 2017.
- 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.
- No TARE weight or axle mass increases for livestock trailers (over the current S10 scheme) will be allowed.
- The QLD Livestock Association were unhappy with the truck steer axle mass limits (7.1t rather than 7.2t) and tri-axle trailer mass limits (26t on B-Doubles) offered by TMR as a workable compromise. The QLD Livestock Association have had several meetings with senior TMR and QLD Government officials over the past 12 months, however the stalemate over axle mass limits continued.

### August 2018 update:

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 on 18<sup>th</sup> July 2018.  
TIC (Mark H and Chris L) met with Anant Bellary on the 8<sup>th</sup> August to discuss progress.

November 2018 update:

- HVIA have not yet finalised the S10 Trailer Code
- TMR and the NHVR have “cocked up” the S10 Livestock Notice draft (generated the Notice from an old 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 27<sup>th</sup> 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 has been contacted by a TMR representative and given information to support the above



- TIC CTO has rewritten the Notice and the S10 Truck Code and sent them to TMR, no reply has been received
- TIC CTO will be attending the 1<sup>st</sup> training workshop on the 27<sup>th</sup> November, to determine what has been “fixed” and what still needs updating.

## **Item 19: Review of AS2809, Dangerous Goods Vehicles, Bulk Tanker Day 2018**

### November 2018 update:

#### a) AS2809

Parts 1 & 2 are due out for public comment by end of month but not sure which year!

Part 6 has been out for public comment.

Review of Parts 3,4 &5 starts 27 November.

Supportive technical guides are to be developed by industry to support the new Standard.

#### b) NBTA – Bulk Tanker Day 2018 report

Mark H attended the Bulk Tanker Day at Eastern Creek on the 30<sup>th</sup> August 2018 where the revisions of AS2809 were presented to Dangerous Goods operators and State Government



regulators. General feedback was very positive from all parties, with many applauding the practical revisions made to the Standard and the align with international regulations where justifiable.

## **Item 20: C-ITS and vehicle regulations, including DIRD, ACMA, Austroads IRG and NTC**

### a. Austroads C-ITS Industry Advisory Group:

- Last meeting 29<sup>th</sup> May 2018, update given at August 2019 CTO meeting.
- Next meeting 23<sup>rd</sup> November 2018, CTO will give update at February 2019 CTO meeting.

### b. National Transport Commission's (NTC):

- NTC Autonomous Vehicle Safety Assurance Regulation RIS, discussed in **Item 5** today.
- NTC Autonomous Vehicle Data Framework - Discussion Paper. Released September 2018. Submissions close 22<sup>nd</sup> November 2018. TIC will make a submission in line with the OICA and FCAI AV data ownership stance.



c. UN-ECE Update:

- Autonomous Vehicle Type Approval regulation concept
- Autonomous Vehicle Type Approval by Simulation

d. ARRB and ADVI:

- Remote Areas AV Project webinar
- Autonomous Vehicle Road Sign (Aust and NZ) Recognition Project webinar
- Connected and Automated Vehicles Open Data webinar

**Item 21: Federal Government Automotive R&D Grants**

TIC circulated information (31<sup>st</sup> October 2018) to all TIC members regarding the Federal Government's recently announced package of R&D funding grants for the Australian Automotive Industry. Engineering Manager's and/or CFO may be interested in pursuing these monies if you are committing to R&D expenditure in Australia.

**Grant applications close on the 13<sup>th</sup> December 2018, so act quickly!**



## **Item 22: Australian Standards Update**

A proposal, led by the NHVR, has been provided to AS for review of the following:

- AS 2213.1-2001 - Commercial road vehicles - Mechanical connections between towing vehicles - Selection and marking of pin-type couplings and drawbar eyes.
- AS/NZS 4968.1-2003 - Heavy-road vehicles - Mechanical coupling between articulated vehicle combinations - Design criteria and selection requirements for fifth wheel, kingpin and associated equipment.
- AS/NZS 4968.2-2003 - Heavy-road vehicles - Mechanical coupling between articulated vehicle combinations - Testing and installation of fifth wheel and associated equipment
- AS/NZS 4968.3:2011 - Heavy road vehicles - Mechanical coupling between articulated vehicle combinations Kingpins and associated equipment.  
Note was included to ensure alinement across all parts.



TIC has been informed by FCAI of a review of:

- AS2080 Glazing for Land Transport Vehicles.
  - Do any TIC members use glass manufactured in Australia for their new vehicle builds and/or spare parts, or accessories?
  - If unsure, please review within your organisations and reply to TIC CTO by 30<sup>th</sup> November 2018 with brief details.
  - TIC will then decide if we should join the AS2080 review group to represent TIC member's interests.



### **Item 23: Side Underrun Protection System.**

ATA has announced, 1<sup>st</sup> November 2018, their ITC is to review the ATA Side Underrun Protection System TAP.

<http://www.truck.net.au/resource-library/tap-side-underrun-protection>.

The ATA's ITC working group members are:

- Phil Webb, Kenworth
  - Scott Grimme, Fibreglass Transport Equipment
  - Greg Brown, MaxiTRANS
  - Brent Fuge, CMV Truck and Bus
  - Dennis Roohan, AJM Transport
  - Lyndon Watson, Don Watson Transport
- This is an ATA document and TIC will not take part in this review.
- Do any TIC members use/refer to this ATA TAP for their vehicle builds?
- Should Side Underrun Protection Systems be included in VSB6, rather than in an organisation specific document?





## **Item 24: General Business**

- NHVR electric vehicle GVM, TARE and Axle Mass information request

## **Item 25: 2019 CTO meeting calendar**

Next Meetings, proposal:

- I. Thursday 28<sup>th</sup> February 2019 - Melbourne (NTC's Offices – TBC)
- II. TIC CTO Dinner Tuesday evening 30<sup>th</sup> April 2019 – Canberra (Venue – TBA)  
Wednesday 1<sup>st</sup> May 2019 – Canberra (FCAI's Offices – TBC)
- III. Thursday 8<sup>th</sup> August 2019 – Brisbane (NHVR's Offices – TBC)
- IV. Wednesday 13<sup>th</sup> November 2019 – Melbourne (Cummins's Offices)

## **Item 26: Meeting Close**

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



**Truck Industry Council**  
Canberra, Australia  
*Today's Trucks: Safer, Greener, Essential*

**Mark Hammond**  
**Chief Technical Officer (CTO)**  
**0408 225 212**

**Chris Loose**  
**Technical Officer (TO)**  
**0421 029 650**