



**Chief Technical Officers' Meeting**  
**Wednesday, 3<sup>rd</sup> May, 2018, @ 9.30am**  
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**Item 1: Welcome, Competition and Consumer Act Statement, Introductions, call for Apologies:**

Consumer statement: *All attendees are reminded of their obligations under the Competition and Consumer Act 2010. There will be no discussion of pricing, stock levels, forward model or product plans, etc, at TIC meetings.*



## **Item 2: Minutes of CTO Meeting 1<sup>st</sup> March 2018 (Melbourne)**

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

### **2a. HV Combination Brake Advisory:**

#### Recap:

Official Industry Launch at the Brisbane Truck Show on Thursday 25th May 2017. TIC CTO distributed hard copies of the Advisory to TIC Members at the August 2017 CTO's meeting in Brisbane.

TIC and TIC Members now need to decide how they could best use the Advisory to promote safer combination and multi-combination vehicles.

#### March 2018 update:

Subsequent to the November 2018 CTO meeting, Peter Austin, NHVR, advised by email the following:

- The NHVR has recently been asked for advice about whether it is mandatory to connect the ABS and ESC systems fitted to a trailer.



- Under Section 11 of the Heavy Vehicle (Vehicle Standards) National Regulation, a vehicle is only taken to have equipment fitted if the equipment is in working order.

Given that there are compatibility issues within the fleet currently, the NHVR has considered the requirements of the law and determined that where a trailer is fitted with either ABS or ESC and the towing vehicle is capable of connecting these systems, the trailer system must be connected.

To apply this determination:

- Where a prime mover is fitted with a trailer ABS plug as part of its trailer brake connections, and a trailer that is fitted with ABS is coupled to it, then the ABS plug must be connected. Failure to connect the ABS system would result in the trailer being defective and could result in the issue of a defect notice or infringement.
- Where a prime mover is not fitted with an ABS (or ESC) plug as part of its trailer brake connection, and a trailer fitted with ABS (or ESC) is coupled to it, as there is no ability to connect the system, it does not need to be connected/functional.



During further internal and legal consultation on this issue, the NHVR identified that the law is not as clear as it should be on this matter. To address this, the NHVR will be progressing amendments as part of the 2018 regulation Maintenance Package to reflect the NHVR's policy position on this matter.

### **May 2018 update**

- It will not be considering how best to use the Advisory to promote safer combination and multi-combination vehicles at today's CTO meeting, held over now to the next CTO meeting.

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

#### **Recap:**

Raised at the May 2017 CTO meeting that ARTSA had offered VIN specific current in-service truck registration data (for a cost) to some TIC Members. TIC to pursue access to NEVDIS data for TIC Members.



- TIC has had number of meetings with BigData (the NEVDIS's 3<sup>rd</sup> party data provider) with a view to gaining similar access to the data set available as ARTSA
- TIC discussions/negotiations were nearing completion (November 2017)
- TIC current plan was to have access to data by the end of 2017

#### March 2018 update:

BigData have informed TIC in early 2018 that they have been told by NEVDIS that they cannot access all the data fields that ARTSA has access to. TIC to meet with BigData to discuss (meeting mid-March 2018). TIC's options include raising the issue of data access with the Department and/or Minister in charge of AustRoads (who controls NEVDIS). TIC to provide an update to TIC CEO's at the March 2018 Executive Meeting.

#### 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 is currently being investigated.



## **2c. 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.

### March 2018 update:

TIC did not invite Peter Hart to present at today’s CTO meeting due to the already full agenda. TIC will look to inviting Peter Hart to the May or August 2018 meetings.

### May 2018 update:

May 2018 CTO meeting agenda full. TIC will look to inviting Peter Hart to the August or November 2018 meetings.



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

### Recap:

OICA is developing an “anti-trust” document that will detail expected behaviour of member companies at its industry meetings.

### March 2018 update:

The first draft of this document was presented to the OICA Technical Committee at the recent February 2018 meeting. Some changes were recommended and the final version will be presented to the OICA Executive Committee for approval later in 2018. Once approved by OICA, it is TIC’s intention to use this document, or a slightly modified version, at TIC meetings to satisfy our obligations under the Competition and Consumer Act 2010 (effectively a new “Consumer Statement”).

### May 2018 update:

No change. Waiting for the finalised document from Europe.





## **2e. 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, FCAI responded by detailing that it was simply too early to tell at this point in time. SVSEG Chair ask industry groups to follow up on this issue. TIC CTO asked TIC Members at March 2018 CTO meeting if their Brands are affected in any way?

### May 2018 update:

- No response from any TIC Members.
- TIC CTO again requests all TIC 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.

### **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.

Issues relating to Heavy Vehicle were:

### **1. DIRDC Staff Changes**

- New department head for Deputy Secretary Transport, Pip Spence replaces Mike Murdak
- New section head for Surface Transport Policy, Alex Foulds replaces Judi Zielke
- Donna Wieland has moved to a new, non-transport, role within DIRDC and has been replaced in Land Transport Policy and Safety by Stephanie Werner (safety, C-ITS and environmental)



## **2. Environment**

### **(a) Ministerial Forum on Vehicle Emissions**

- Fuel Standards RIS, 55 submissions received, none released publicly yet. DIRDC reviewing submissions and formulating recommendations to the Minister, no timeframe was offered despite TIC and FCAI request. TIC and BIC raised the issue of ADR80/04 (Euro VI and equivalents) for Heavy Vehicles being split from Light Vehicle Euro 6 as current diesel standard was acceptable for trucks and buses. DIRDC acknowledged that was a possible option but they were not in a position to say if DIRDC/Minister would pursue that recommendation/path.
- NOx RIS for Light Vehicles is under review based on RIS submissions/feedback.

More ADR80/04 details in Item 12 today.

### **(b) Fleet Policies**

- ACT Government has just announced (April 2018) that they will move their Light Vehicle fleet to Zero Emissions (where practical) over the next two years. Heavy Vehicle fleet waiting review.



- TfNSW are progressing action to add advanced safety systems for Heavy Vehicles into NSW Government contracts issued from July 2019. TfNSW hope to have the advanced safety system package approved by the Minister and then published by the end of April 2018. TfNSW would not detail the specific advanced safety systems being planned but indicated would include SPECTS features plus potentially more.

### **3. Safety Research & Technology Developments**

#### (a) National ITS policy

DIRDC outlined that the National Policy Framework document, Land Transport Technology Plan 2016-2019, is currently being update, the next version will be released by end of 2018 (2019-2022).

#### (b) Automated vehicles and C-ITS

- DIRDC detailed that human error accounts for 90% of all road crashes and of that, driver distraction now accounts for 30% of these crashes (both statistics are based on international data). DIRDC view Autonomous Vehicle trials as an essential path to gain public confidence of this emerging technology.



- NTC are taking the lead regulatory role with their work in developing an Autonomous Vehicle Safety Assurance System.
- Government (DIRDC) provided information to the House of Representatives Inquiry into the Social Impacts of Autonomous Vehicles. House of Representatives to release their report findings by mid-2018. Report to be posted on the DIRDC website.

### (c) Trials/reviews

- Road signage inconsistencies in Australia was raised by the ATA. DIRDC detailed that AUSTROADS are leading a national review of road signage in Australia and NZ. Initial indications are that Australia is way behind most developed nations. NZ is quite good.
- Ron Finemores Transport has moved to 100% Seeing Machines driver fatigue monitoring in their prime mover fleet. Zero accidents so far (+12 months since implementation), indications that it has saved/prevented 3 significant accidents so far.
- Light Vehicle trials with VIC Roads and Transurban with autonomous driving features, report due out mid-2018. Indications that infrastructure issues are considerable



(signage, road markings, etc). SA no current trials underway, working on approving some new autonomous vehicle trials.

- Ezymile Autonomous Vehicle bus trial in QLD. No findings/feedback yet.
- Ezymile Autonomous Vehicle bus trial in Darwin NT, had many small issues, such as swarming Dragonflies activating the vehicles AEBS!
- VIC Roads, Bosch and CSIRO trial of augmented GPS system in a Tesla vehicle, aim is to improve GPS location accuracy by a factor of 10. Report due out soon.
- NSW-RMS Navia Shuttle bus in NSW (Homebush) will soon be crossing and running on selected public roads as a trial. NSW-RMS are working on a land-based delivery drone trial with a private company.

More C-ITS information in Item 23 today.

#### **4. Review of the MVSA / Deregulation Agenda**

RVSA passed to Senate Committee for review of potential risks of the new legislation. Senate report due to Parliament by 7<sup>th</sup> May 2018. DIRDC hope that the RVSA Bills will be passed during the Winter sitting in Parliament. Timeframe remains unchanged at this



point in time. 12-month pre-commencement year (mid-2018 to mid-2019) and then one year introduction phase, mid-2020 completion. RVSA Rules are still being developed. Minister is considering some minor Rule changes (possibly RAW and AVV to be an Australian entity only, other???). No changes are planned for the Bills. No public hearings have been planned, but they could happen (unlikely though).

Identification Plates and Vehicle Plates. After considerable lobbying by the NHVR, States, Territories and some Operator Groups, DIRDC have decided that Identification (Compliance) Plate and Vehicle Plate (NC vehicles only) information will need to be included on all heavy vehicles (NB1, NB2, NC, ME and Heavy Trailers). For enforcement use and ID.

The level of information for trucks is yet to be finalised, but will include:

- VIN, GVM, No. Seats, **Compliance Date**

And for NC trucks:

- VIN, GCM and (if applicable) B-Double, Road Train

TIC requested that this information can be consolidated on one “plate” and include additional information such as axle capacities, tyre information, turntable rating, etc.



DIRDC has agreed to this request. Unresolved if “plate” will need to have Manufacturer, Model, IPA Number and MVSA Statement.

More RVSA details in Item 10 today.

## **5. Repeal of Redundant ADR Provisions**

ADR30 will be repealed (soon), DIRDC will accept an M&I for ADR30 for ADR80/03 (including Euro VI) and Japan pPNLT applications

## **6. National Road Safety Action Plan 2018-2020**

DIRDC detailed that they have drafted a new version of the National Road Safety Action Plan 2018-2020 for approval by Ministers at COAG TIC in May 2018. Draft includes:

- AEBS for Heavy and Light Vehicles
- Occupant Protection for Light Vehicles
- Reducing the Barriers for Heavy Vehicle Dimensions and Mass. This is based on the TIC lead, industry “Removing Barriers” presentation to SVSEG on 22<sup>nd</sup> November 2017.





- Fleet Purchasing Policies (primarily aimed at Light Vehicles)
- New Safety Technologies Information Program (all road vehicles)
- Vulnerable Road Users and Heavy Vehicle Interactions Near Construction Sites

## **7. New ADRs/ADR amendments/ADR issues**

- ADR35/06 ESC for trucks, will include all Prime Movers and now Rigid Trucks up to 4.5m Cab/Over and 5.0m Bonneted wheelbases) and RSC ADR38/05 RSC for Heavy Trailers. Approval by the Minister expected by the end of May 2018.

More HV Brake Strategy Phase 2 details in Item 11 today.

- ADR42/05 is underdevelopment, revision will bring essential details into ADR42 from soon to be repealed ADR's. No increase in stringency is planned, simply a reshuffle of text from existing ADR's into ADR42.
- 6 new ADR's will be created for new/existing UN-ECE standards, including Autonomous Driving Features and the addition of UN-ECE regulations to allow for Light Vehicle IWVTA. No immediate ramifications for Heavy Vehicles, but Autonomous Driving Features regulations could apply to trucks in the future.



## 8. In-service Regulation

- Takata compulsory SRS Air Bag replacement, now compulsory recall and managed by the ACCC (not DIRDC). ACCC is working with States to develop a mechanism to refuse renewal of Light Vehicle registration for owners that have received more than 3 or 4? “points” of contact, or 5, or 6? “attempts” of contact? This could potentially be applied to Heavy Vehicle Takata Air Bag recalls where owners refuse to present the truck for rectification.

More Takata Air Bag Recall information in Item 20 today.

## 9. Industry and Consumer Safety Programs

- ANCAP:

Releasing a new TV commercial that details the benefits of ANCAP’s safety rating system for Light Vehicles.

Looking at the possibility of expanding their safety rating system into Heavy Vehicles, as has EuroNCAP. This would involve non-destructive testing (no crash tests). Only active safety features would be captured, tested and rated. GVM upper limit is yet to be decided. EuroNCAP applies up to Euro “Car Driver Licence” vehicles (3.5t GVM).



In Australia the “Car Driver Licence” cap is 4.5t GVM. ANCAP is aware of these differing limits.

➤ TfNSW:

Bus fire management, TfNSW have formed a group to review and suggest contract regulations for tenders for the design, manufacture, supply and maintenance of new buses tenders.

**Next SVSEG meeting is proposed for November 2018 (date TBC), in Canberra**  
TIC to update TIC Members at the November 2018 CTO meeting in Melbourne



## **TLG:**

Last TLG meeting was held on the 2<sup>nd</sup> May 2018 in Brisbane, TIC was represented by Chris L.

## **Updates:**

3a) MVSA/RVSA Reform

VSB 6 confirmed as an alternative for the completion of vehicles.

AVV must be on shore, but RAWs can be off-shore.

Peterbilt's (NCs) to be optionally allowed under concession schemes but must comply to all ADRs effective at the time.

Still no caps on concessional schemes except L and H Trailers (each 4 per year).

5 Yr IPA resubmission being reviewed to extend and ease resubmission requirements.

No details.

Only got 1<sup>st</sup> 6 months to "opt in" to RVSA via a rollover of MVSA submissions

More details to be provided.

Secure Vehicle Marking – ADR61 being reviewed and IPA plate may now apply to NCs

GVM upgrades – further stakeholder consultation to be had.

Definition of variant under review – no details.



RVSA expected to be passed during the Winter sitting or Federal Parliament (by end June), with it effective 12 months after Royal Assent. Expected to start mid 2019 with transitional period.

Test Facilities – ECE approvals OK, but for EC or ADR reports, they will need to be registered and audited.

CRNs and SARNs to be converted to CTA – no change in scope.

Support material eg fitted instruction will be required.

Further consultation by VSS in 3 areas – Tools / Type Approval / Concession schemes.

End of next week for nominations.

Note VSB1 Light trailers -> “simplified” IPA via statement of assurance for compliance or Concessionally up to 4 light or 4 heavies per year.

### 3b) Automated vehicles

DIRDC guidance for trialling vehicles being develop – we will circulate material.

NTC to release RIS for framework mid-May for Ministerial approval targeting Nov/18.



#### 4) VSB11 RFS

TMS and ARRB undertook a health check of in-service units and ways to undertake roadside compliance checking. Report posted on TMR's website – we will circulate.

Issues in VSB11 and result in it needing to be reviewed first.

Area of concerns – “Tolerance issues”, quad groups, and replacement dampers.

NHVR to operational manage in the future – timing TBA

#### 4b)

NRSS years 11->20, NRSAP 18 ->20 and is currently being developed.

2 pathways for action - regularity (eg ADR for AEB priority for LV and HV) or promote/encourage the uptake of new technology.

Includes industry position of removing “barriers to entry” for mass and dimensions.

Safety not productivity is the focus. Issues highlighted - age of fleet, safety of aging fleet.

5a1) IWVTA – starting April 2019 – separating ADRs to match UN ECE regulations!

#### 5a2) WP29

R100 electric vehicles

GTRs etc are available on line.

#### 5b) Major ADR developments



- 35/38 for HV ESC / Trailer RSC.  
option 6c) + expanded with Short WB rigids.  
About to go to Minister!!!  
DIRDC will try and expand call up of ESC on rigids with AEB!  
ESC timing currently – Nov 2019/Nov 2020
  - ADR 4 basically for IWVTA
  - ADR 5 basically for IWVTA
  - Tyre Bulge exclusion - refer to separate sheet.  
M&I available. Proposal supported!
  - ADR Definitions Total Length & Overall Width - Excl. Mirrors and Cameras for Indirect Vision  
Generally support but no substance yet.
- VS5 - new “c” variant for HV seats likely to be developed by NHVR. No timing.  
There is a gap in VS6.  
VS6 update - refer to body of presentation.



**VSB14 (LV Mods)**– new chair. We will re-submit proposal for allowing truck based light units (GVM <4,5) to use VSB6.

**National Engineering Signatures** (eg AVEs)- scoping stage. No time frame.

**VSB12 rear marker plates** – updated. They are not required if unit complies to UN ECE R103 conspicuity markings. NHVR has now become the national publisher from WA.

### **Visual Display WG**

Guidance being finalised for LV/HV.

“Aftermarket fitted items impacted”

refer to separate document and impact on field of view





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

### a) NHVR's Technical Working Group:

#### Recap:

TIC (Mark H and Chris L) met with Greg Fill and a number of NHVR representatives on 5<sup>th</sup> December 2017 to introduce TIC and gain an update on various NHVR projects

A web meeting of the TWG and NHVR was held on the 16<sup>th</sup> January 2018 to:

- Explain the high-level details of the NHVR's plan for a Risk-based Roadworthiness Inspection Scheme (more in Item 22 today)
- Give TWG members an update on the Roller Brake Testing project (more in Item 8 today)
- General NHVR information update to the TWG

#### Current:

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

TIC to give an update at the August 2018 CTO meeting in Brisbane.



b) May 2018 Update:

Mark H and Chris L meet with the NHVR – 9<sup>th</sup> April 2018 to review a range of topics.

**1. Status of the National Notice review – Road Trains, B-Doubles, HML etc:**

Recap:

- The NHVR has a project underway that is reviewing all Heavy Vehicle regulations under their mandate/control (except WA and NT)
- The NHVR is working towards nationally consistent HV regulations. This will include:
  - GML
  - CML and HML
  - Road Train Notices (including B-Triple and A-B Triples)
- Current specific projects include:
  - Heavy Vehicle axle masses
  - Road Train Notice governing B-Triples and A-B Triples
- TIC explained to the NHVR that it was imperative that operating masses were not reduced (productivity loss) in any jurisdiction due to harmonisation, even if that meant some state specific exemptions



- Other current NHVR harmonisation projects do not specifically affect truck design or truck ratings

### **May 2018 update:**

Jose Arredondo was on leave and was not able to provide an update. However, it would appear that the NHVR is struggling to find common agreement on these Notices between the States and Territory. Timeline for agreement TBA.

### **2. VSB6 - Ongoing status of sections currently under review:**

Refer to Item 6 today for details.

### **3. Risk Based Roadworthiness Inspection Frame Work Project:**

#### **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 (16<sup>th</sup> 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 (31<sup>st</sup> 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 9<sup>th</sup> 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 Frame Work Project would not proceed in its 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.



#### **4. National AVE scheme:**

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.

#### **5. Bull Bars and VSG20 draft:**

Refer to Item 7 today for details.

#### **6. VSB5 Manufacture and Installation of Additional Seats, Issue 3.0, 28 Mar/17:**

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.



## **7. Axle Mass Limits, Vehicle Width and Safety Features:**

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 additional 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.

Features are likely to include:

+375 tyres, Cab Strength, Stability Control, AEBS, Euro VI and possibly LKAS or LDW. This would be a "deal" to be done between the NHVR and the States and Territories (similar to the TIC deal for 6.5t steer axle capacity with ADR80-02/Cab Strength/FUPS).

TIC is pushing for: 315 tyres (probably not likely), no LKAS, or LDW (minimal safety benefit based on international research and lack of line markings in Australia) and a 1.0t rear axle mass increase (10.0t – single rear axle and 17.5t tandem rear axle set).



## **Item 5: 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 only found out about the VSG when Mark received an e-mail on the 5<sup>th</sup> September 2017, the day the VSG was publicly released
- 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
- TIC Members were not, however, able to prove their concerns





## Recap - Possible Solutions:

- Revise ADR62/... DIRD will not over-ride a valid Australian Standard. Any ADR revision would reduce stringency, hence a RIS would not be required (that is good), however DIRD would need significant evidence that showed a case for moving away from AS4177 conformance and to what new standard?
- Revise AS4177. This is the correct action. Evidence would be required that showed the stresses in a 50mm tow coupling were not significantly affected by an increase of GVM above 5,000kg. Even if such evidence existed (and it does not) the AS4177 review would take 2-3 years
- Get the NHVR to revise VSG-16. Again, evidence would be required that disproved the NHVR's current approach and to what new standard?

## 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

### Recap - Future possible actions (TIC/TIC Members):

- TIC CTO has discussed with the NHVR, the possibility of tests being conducted by a suitable test group, that would validate, or disprove, the NHVR’s “D-value” de-rating approach used in VSG-16
- This would entail:
  - A test schedule developed jointly by TIC, TIC Members and the NHVR
  - Testing by an independent test authority, potentially witnessed by TIC, TIC Members and the NHVR
  - Subject to test results, the NHVR’s re-evaluation of VSG-16



- Subject to test results, the NHVR and industry calling on Standards Australia for an immediate review of AS4177
- Review of AS4177
- TIC to investigate and source testing quotes for light, medium and heavy vehicles options and liaise with HVIA (Paul Caus)

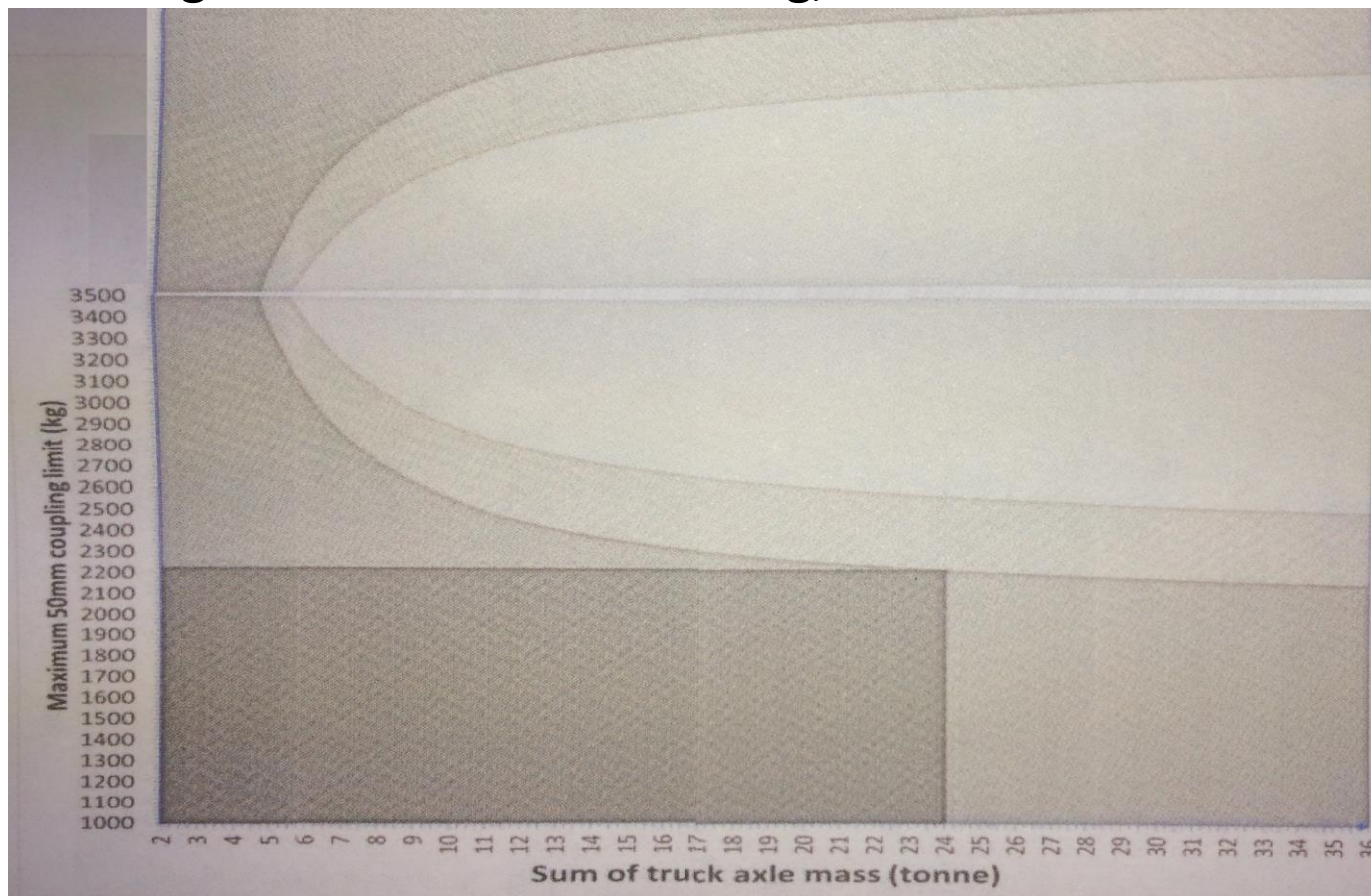
#### March 2018 update:

- TIC is working with Bisitechnics to develop and undertake testing
- Timeline (draft) - May 2018
- Initial Test Scope – refer to attachment
- Test Units:
  - 1 (or more units) unladen at about 5 tonne GVM and laden at 12+ tonne GVM both towing 3.5 tonne trailer
- Location - Ballarat
- Costing - Conduct this testing and prepare a report, indicative budget is \$30k - \$35k + GST



**May 2018 Update:**

At the request of the NHVR, Bisitechnics has updated the test program sheet  
Meeting discussion – Test funding, NHVR’s internal issues, ARTSA’s view.....





IM OPINION

# THE EFFECT OF VSB6 ON BALL COUPLINGS

THE NATIONAL HEAVY VEHICLE REGULATOR HAS RECENTLY RELEASED A MAJOR UPDATE OF VEHICLE STANDARDS BULLETIN NO 6 - THE NATIONAL HEAVY VEHICLE MODIFICATION CODE (VSB6) THAT - AMONG MANY THINGS - HAS CHANGED THE REGULATIONS AROUND BALL COUPLINGS.

Story By Wayne Baker

The National Heavy Vehicle Regulator (NHVR) has made many significant changes as part of major update of Vehicle Standards Bulletin Number 6 (VSB6) - the National Heavy Vehicle Modification Code. One is the rated capacity of the most common coupling type in Australia, the 50mm ball coupling, which now may no longer be able to be used to tow some trailers or caravans.

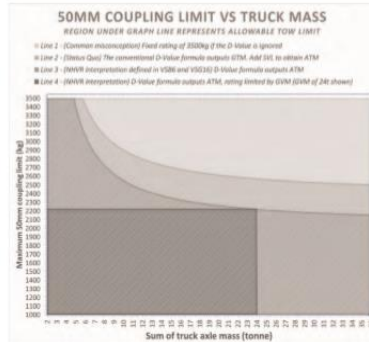
Generally, the regulation will draw a line in the sand regarding the strength, life or performance of a product, which creates a level playing field for parts suppliers, and creates consumer confidence regarding value and safety. However, where there is room for interpretation there can be multiple lines in the sand. The following paragraphs show four interpretations and plot the resultant ratings as the 'lines in the sand' that they create in the graph below.

### COMMON MISCONCEPTION

A common understanding is that a 50mm ball coupling rated to 3,500kg can always tow 3,500kg, irrespective of other factors. This is not the case, as other factors can reduce the rating for a given journey, including whether the trailer has been fitted with suitable brakes for the load.

### STATUS QUO

The current status quo is to use the



The graph shows how the four interpretations result in different maximum trailer weights, with 'line 4', representing the requirements of the new VSB6, shown as calculated for a truck with a GVM of 24 tonnes.

D-value formula to account for the D-value of the coupling for a given load scenario for the truck. This applies to all couplings.

D-value reflects the ability of a coupling to handle dynamic forces in the longitudinal axis (forward - rearward direction) and is critical for couplings

as they experience dynamic forces throughout their life and this is a dominant criterion for coupling design. The D-value for a 50mm coupling can be understood to equal 20kN, by reference to the Australian Standard AS 4177.3. Using the D-value formula described

In ECE Regulation 55 and AS 2213.1, entering tonnes for mass units and using the European naming convention, this equivalent formula returns the axle gross trailer mass (GTM):  
 $D(kN) = (T \times C) / (T + C) \times g$   
transposes to:  
 $C = (D \times T) / ((g \times T) - D)$   
where  
C - GTM, the total weight on the trailer axle

T - the total weight on the truck axles  
 $g = 9.81$  (gravitational constant).  
For example, consider a truck with an unladen mass of 4,000kg, Gross Vehicle Mass (GVM) of 11,000kg, and Gross Combination Mass (GCM) of 16,000kg. When empty, T=4,000kg and the truck can tow a 3,500kg trailer with the 50mm ball because it weighs less than 5,000kg. When the truck weighs over five tonnes, calculating the ATM using the D-value results in a diminished tow capacity. When the truck is laden to its GVM, which includes any vertical load imposed

### COMBINATION PINTLE HOOKS

Many 'combination' pintle hooks must also be re-rated. Some exist on the Australian market that incorporate a 50mm ball so the above rules apply. Operators should insist on strength and interchangeability compliance with AS4177.2 for the 50mm Ball, and separately, compliance with ADR62 for the integrated pintle hook.



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IM OPINION

"The new VSB6 emphasizes the importance of using the coupling D-value when rating the capacity of the 50mm ball."

Wayne Baker  
Executive Member of the Australian Road Transport Suppliers Association.

by the trailer, the D-value calculation reveals Maximum GTM = 2500kg, or maximum aggregate trailer mass (ATM) of (2500kg + 350kg) 2,850kg. This is the same truck, but when loaded, the truck can legally tow 650kg less using the same 50mm ball than when it was empty.

### THE FORMULA RETURNS ATM (NOT GTM)

The new VSB6 emphasizes the importance of using the coupling D-value when rating the capacity of the 50mm ball. This has always been the case, so the revised National Standard serves to highlight a status quo that has been poorly adhered to and rarely enforced. To assist operators to calculate the D-value limit, an equation is presented in the VSB6 that is simply a transposition of the aforementioned D-value equation. 50mm coupling limit =  $(GVM \times 10,000,000) / (4903 \times GVM - 10,000,000)$  - maximum permitted trailer mass (MPTM).

The NHVR has determined that what it calls the '50mm coupling limit' is the ATM, as opposed to the GTM. In other words, this formula diminishes the rated maximum capacity because it includes the load that the trailer imposes on the truck. This is a maximum static vertical load limit of 350kg.

This interpretation follows from what I believe to be an error in the D-value definition that appears in the Appendices of AS 4177.1, AS4177.2 and AS4177.3 that

describe a dynamic testing option. These definitions in AS4177 are different from the definitions in common use as described in the European regulations and Australian Standard AS2213.1. In effect, VSB6 has propagated the error and the result is a reduced towing rating.

The formula described in the AS4177 appendices is never used in practice for dynamic testing because the Standard offers the static test option for 50mm ball couplings. No rationale is offered in the standard for this exemption from a dynamic cyclic test. A 50mm ball coupling can be imported from China and sold on the Australian market with just one sample having survived just one static test, which reveals nothing about the fatigue life, material quality or component vulnerability to repeated load cycles.

### RATING IS LIMITED BY TRUCK GVM

The VSB6 formula prescribes that the '50mm coupling limit' is calculated at the worst-case scenario. The formula refers to the truck when it is fully laden at GVM, but a truck on a given journey could weigh anywhere between its tare and the GVM. By selecting GVM in this equation a worst-case scenario rating results. This can typically diminish the allowable rating by around 300-500kg compared to the unladen truck. To estimate the maximum that a truck can tow under the new VSB6 interpretation, use 'line 3' to cross-reference the GVM (the lower axis, sum of truck axle mass) against an ATM (the vertical axis, '50mm coupling limit').



### ABOUT THE AUTHOR

Wayne Baker is an Executive Member of the Australian Road Transport Suppliers' Association (ARTSA), Engineering Manager at Bartlett Equipment, and a Chartered Professional Mechanical Engineer.

08 February 2018

[http://www.artsa.com.au/assets/articles/2018\\_02\\_2.pdf](http://www.artsa.com.au/assets/articles/2018_02_2.pdf)



## **Item 6 VSB6 Review, Update and Discussion:**

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

### **a) Tipper Bodies – 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.

1 March 2018

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

NHVR TWG to be formed. Facilitated by HVIA with 1 x light truck and 1 x heavy truck TIC Member representatives and a TIC representative



## **Proposed - Full TIC Working Group**

Paul Lee - Isuzu, also the TIC rep on the NHVR Working Group

Phil Webb - PACCAR, also the TIC rep on the NHVR Working Group

Chris Loose – TIC, also the TIC rep on the NHVR Working Group

Lawrence Lee - Scania

Romesh Rodrigo - Fuso

Neil Carey - UD

Barry Noble – Hino

Adrian Wright - Navistar

## **May 2018 update:**

### **Tipper Code - HVIA**

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 tele conference meeting of the HVIA working group will be held in the fortnight after ComVec.





## **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

### May 2018 update:

No responses received.....

## **c) Tilt Trays – Chris L**

### May 2018 update:

Tilt Tray review to proceed in conjunction with tow trucks/tippers



## **d) 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.

#### **e) 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 2018 update

No progress, no change.



## **Item 7 NHVR's Bull Bar Vehicle Standards Guide (VSG-20), update & discussion**

### Recap:

- Multiple issues of non-compliance to ADR requirements (particularly low 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.
- There is more information in the bulletin on the NHVR website.
- March 2018, TIC replied to NHVR's request for feedback/comment:
  - DRL's are not a mandated requirement
  - Questioned measurement techniques of "apparent surface" of light
  - VSG is aimed at operators rather than OEM's/suppliers/manufacturers, should apply equally to all of industry
  - Does not list ADR photometric testing as a method of complying lighting with a bull bar fitted



- NHVR has had DIRDC confirm the interpretation as documented in the original draft VSG is correct regarding the “apparent surface” and measurement of the geometric requirements.
- However, DIRDC’s Interpretation is based on **VSB9 Installation of lights on road vehicles** originally published July 1996. Potentially out of date now due to new light technologies.
- OEM versus DIRDC understanding of the apparent surface issue to be further discussed.
- VSG-20 was expected to be issued end February 2018 (TIC has asked that the release be held over until all issues raised by industry are effectively resolved) with an effectiveness date of 1<sup>st</sup> March 2019 (or 12 months after issue of VSG).
- Feedback from NHVR to TIC and industry has been poor thus far.



## **May 2018 update:**

Mark H and Chris L met with the NHVR on Monday 9<sup>th</sup> April:

The NHVR are still working through “some issues” with DIRDC, however what we do know from our discussions is:

- ALL bull bars, OEM and Aftermarket, will need to comply with the ADR visibility requirements from a particular date of manufacture.
- That date has still not been defined but will be 12 months from when the VSG is officially released (best guess is that VSG will be released by 30<sup>th</sup> June 2018, with compliance from the 1<sup>st</sup> July 2019, but it may be a bit sooner).
- The NHVR can request design details/audit the OEM, or Aftermarket bull bar manufacturer, over the design of the bull bar and the bars compliance to all ADR's (typically lights and in some cases FUPS), this would include test evidence.
- The NHVR is likely to insist that the date of manufacture be stamped on all new bull bars (OEM and Aftermarket).



- The NHVR wants to allow a supplementary light to be fitted to a bull bar (one on each side), if required, to “fill-in” the area of light that is “cut” by any part of the bull bar. This is not allowed by the ADR as the low beam light must come from a single lamp per side of the vehicle. This is one of the issues that the NHVR is discussing with DIRDC, the other is the ongoing saga of how to measure the lights angles/light source (the “apparent surface”).
- Peter Austin has approached TIC and requested that TIC and the NHVR “work - up” a proposal for “fill-in” or “top-up” lights, similar to the proposal the was presented to DIRDC for Backlit Badges. Peter believes that this action may help DIRDC “get their heads around” how this concept would work and how such lights could be certified. Do any TIC Members want to assist with this project?
- TIC to provide TIC Members more details/the revised VSG when this information becomes available. The NHVR has not committed to a timeline, but the 30<sup>th</sup> June 2018 is approaching fast.....



## 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**

### 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.

March 2018 Update: Update and reissued for TIC CTOs approval.

**May 2018 Update:** Feedback was received from a range of members.

The CoP was not unanimously supported. Document has been updated.

Please refer to the document for discussion now around Section 5.





## **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 - electric vehicles.

Feedback from TIC Members 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 approval, present to ACMA for their final approval.



## 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



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## **Item 9: Buffet Lunch served from 12:30pm (30 minutes)**



**Item 10: Guest Speaker – Steven Hoy, DIRDC**

Road Vehicle Standards Act (RVSA) Senate Review, update and discussion.

**Item 12: Guest Speaker – Steven Hoy, DIRDC**

DIRDC's Fuel Standards RIS, ADR80/04 (Euro VI and equivalents), Alternative Emission Standards and CO2 and Light Vehicle Emissions, update and discussion.

**Item 11: Guest Speaker – Steven Hoy, DIRDC**

HV Brake Strategy Phase 2 – ESC. The latest draft ADR35/06 and ADR 38/05 and final RIS, update and discussion.

**Item 13: Guest Speaker – Steven Hoy, DIRDC**

DIRDC's future HV Safety Strategy, update and discussion.



## **Item 10b: Road Vehicle Standards Act (RVSA) Senate Review – TIC Submission**

- A Senate Review of the RVSA was announced on 3<sup>rd</sup> April 2018 with submissions due on 17<sup>th</sup> April 2018 (10 working days).
- No State or Territory Governments responded, timeframe was too short for their validation process (require a minimum 21 working days).
- No public hearings will be held.
- TIC submission focused on:
  - Australian businesses have a world leading choice of truck Brands and Models via the Type Approval process, no need for Concessional imported trucks
  - Volume restrictions (caps) MUST remain on all Concessional Import Schemes
  - Heavy Vehicles MUST be “fit for purpose” for Australia operating conditions
  - LHD SEV’s criteria should exclude all trucks, failing this, all trucks above 8.0t GVM
  - RAW’s and SEV’s organisations MUST be Australian entities/registered companies
  - The RVSA should lead to world class safety and environmental benefits for road users and more broadly all Australians



- Tony McMullan and Mark H have subsequently spoken to four of the five Senate Review committee members to put forward TIC's case:
  - Senator Barry O'Sullivan – RVSA Senate Committee Chair (National - Qld)
  - Senator Janette Rice (Greens - Vic)
  - Senator Colbeck (Liberal - Tas)
  - Senator Glenn Sterle (Labor - WA)
- Tony McMullan and Mark H are also meeting with Jeff Singleton, senior advisor to Anthony Albanese (Shadow Minister for DIRDC) early May 2018

## **Item 11b: HV Brake Strategy Phase 2 – ESC**

### Recap:

TIC (Mark H and Chris L) had a meeting with DIRD on Tuesday 27 Feb 2018 to discuss feedback to the Draft RIS and in particular TIC's submission. The following were the main discussion points:

- 1) ADR35/06 to include rigid test vehicle guidance in-line with TIC's submission
- 2) Implementation timing – 1/Nov/2020 for NEW and 1/Jan/2022 ALL models



- 3) Incentives: Final draft RIS will contain nothing definitive, but a direction to the states and territories to support the RIS having a neutral impact. Additionally, the industry SVSEG presentation (Removing Barriers) has been included in draft Federal National Road Safety Action Plan 2018-2020 Hopefully this will lead to promising new governmental direction and support. Signoff of the Action Plan is expected in March 2018 by the states
- 4) Updates to draft ADR35/06 expected to be released next week (for TIC use only, at this point in time). They are NOT to be distributed or discussed outside of your organisations. Updates to ADR38/05 also expected next week
- 5) There is strong support (States/ Territories, ATA, NatRoads, HVIA) to adopt Option 6a (ESC on all trucks). OBP (Office of Best Practice) and Net Benefits do not support Opt 6a. DIRD is under pressure to broaden the scope of ADR35/06 to include ESC fitment to Rigid trucks. DIRD have proposed to TIC an “Option 6c+” that would see 2 and 3 axle NC Rigid up to wheelbases of 4.5m fitted with ESC. DIRD’s rollover data suggests that this would capture the majority of current Rigid truck rollovers and is



expected to have positive Net Benefits in the RIS. Proposed applicability ADR35/06 wording: ***“Category NC vehicles that are ‘prime movers’, or that have a wheelbase up to and including 4.5 metres; and all ME vehicles.”***

- 6) There would be NO ADR35/06 test requirements for these up to 4.5m w/b Rigid trucks, they would ONLY need to meet the ADR Functional Requirements, that is:
  - Have ESC fitted
  - Warning lights, etc
  - Have ECS/ABS connector (but only if supplied to tow a trailer)
- 7) OEM's can use their own “in-house” ESC tests/standards
- 8) TIC requires feedback from Members who have an issue with the extension of ESC fitment to 2 and 3 axle Rigid up to 4.5m w/b, by Friday 9<sup>th</sup> March 2018
- 9) The lack of an Australian test facility has been acknowledged and DIRD will support the development proposal of the TMR owned Mt Cotton facility (to be discussed below)
- 10) Simulation to be allowed, similar to cars, with a representative poor/worst case physical test required to validate simulation results for each axle configuration





- 11) Test vehicle selection circular (35/0x-2-1) to be updated. DIRD to offer a draft to TIC by the end of March 2018
- 12) DIRD to consider flexibility with regard to J turn radius and speed (to be discussed below)
- 13) DIRD to consider that the test vehicle needs to complete only 4 seconds around the J turn, or 120 deg., whichever is the lessor. DIRD have provided additional guidance regarding test radius and speeds, while maintaining the lateral acceleration of 0.4g from FMVSS136.

**May 2018 update:**

- Members did not put forward any objections to including “short wheelbase” Rigid Trucks.
- Final ADR35/06 will require Rigid Cab-Over trucks up to 4.5m w/b and Rigid Bonneted trucks up to 5.0m w/b to meet the ESC Functional Requirements (2 and 3 axle trucks only).
- Finalisation of ADR35/06 & 38/05 with Ministerial signoff expected May 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).



## **Item 12b: ADR80/04 (Euro VI and Equivalents) and DIRD's Fuel Standards RIS**

### 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)
- A specific Fuel Quality RIS (mainly to cover petrol grades) is under development and was to be released Q3 2017 for public comment, this did not happen

#### March 2018 update:

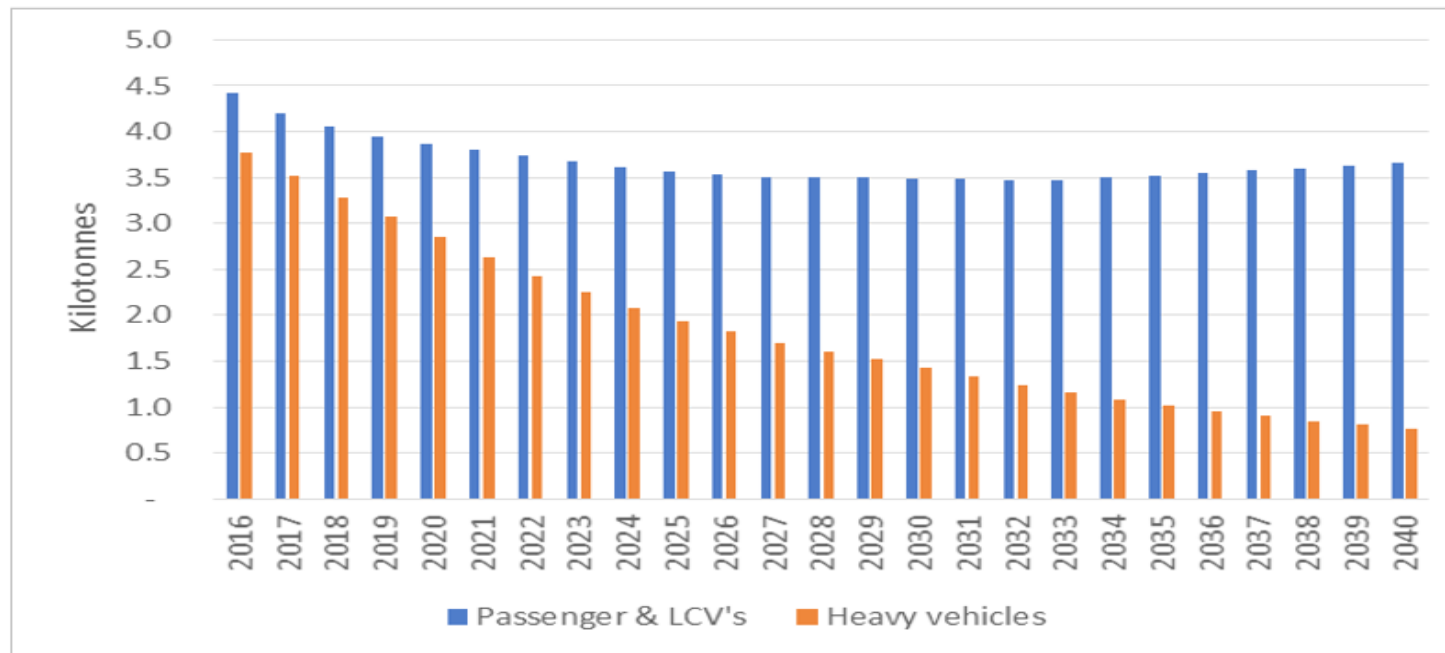
- The Fuel Quality RIS was released on the 25<sup>th</sup> January 2018, with responses due by 8<sup>th</sup> March 2018
- TIC will lodge a submission
- It is unlikely that until the issues surrounding fuel standards are resolved, the final Euro VI & ADR80/04 RIS will be released
- TIC was told by DIRD (unofficially) in late February 2018 that it was very unlikely that ADR80/04 and Euro 6 for Light Vehicles would be finalised in 2018. This would lead to introduction dates beyond 2022/23.



## **May 2018 update:**

- TIC lodged a submission for the Fuel Quality RIS on 9<sup>th</sup> March 2018. No further information on this issue.
- So why won't the Minister separate Light and Heavy vehicle emission standards?

**Figure 7. Projected PM<sub>10</sub> emissions from motor vehicles by category of vehicle, 2016–2040**



Euro 6 for Light Vehicles cannot be justified as a standalone case.



## **Item 14: 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 met with senior TMR officials in September 2017.



- QLD TMR sent an e-mail to all members of the S10 Technical Reference Group on 25<sup>th</sup> October 2017 detailing that the S10 review was on hold pending further discussions between TMR and the QLD Livestock Association.

#### March 2018 update:

- The TRG members received an e-mail in January 2018 detailing that discussions were still continuing between QLD-TMR, the QLD Livestock Association and the QLD Transport Minister in an effort to find a resolution to the outstanding axle mass issues.
- The mail suggested that a meeting of the TRG would be held in February 2018 to finalise the changes to the S10 review. That meeting did not happen.....

#### May 2018 update:

- No change, no further meetings of the TWG.
- QLD-TMR and the QLD Livestock Association cannot an agreed position.
- TIC CTO to give an update at the August 2018 CTO's meeting.



## **Item 15: VIC Roads and NSW RMS 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 (reference 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





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walk and cyclists ride into the space, etc. If any members have a suggestion, please pass on your thoughts for managing this issue.



Video 1

Video 2





## **Item 16: RVCS system Heavy Vehicle certification issues, update and discussion**



### Recap:

- Raised by TIC CTO at March 2018 CTO meeting in light of some industry comments regarding Discussion Items raised, inconsistent review/action and delays to RVCS applications for Heavy Vehicle IPA approvals.
- FCAI (James Hurnall) told TIC CTO that there had been a significant improvement in Light Vehicle RVCS processing issues over the past 6 months (have resources been shifted from HV to LV within RVCS?).

### May 2018 update:

- Scania provided details to TIC of the RVCS issues that they encountered with their recent new model RVSC submissions (Over 100 Discussion Items).
- TIC discussed these issues (via e-mail) with DIRDC/RVCS.
- DIRDC/RVCS reply showed that the Scania submissions were “well above average” during the period of time of submission/review/approval by RVCS (less than 25% of the “average rate” of Discussion Items raised).



- TIC wanted to understand why so many Discussion Items were being raised by RVCS and requested a meeting with DIRDC/RVCS to discuss.
- Chris L and Mark H met with DIRDC/RVCS on 23<sup>rd</sup> April 2018.
- DIRDC/RVCS presented a summary of the Heavy Vehicle (and some common with Light Vehicle) Discussion Items from the past 1-2 years. From this RVCS presentation it was clear to TIC that there were some common reoccurring issues that could be avoided. TIC agreed to raise these this TIC CTO's:
  - Test Facilities not registered
  - Test Facilities not registered to test nominated ADR (including the ADR VERSION)
  - RVD images must be the correct orientation  $\frac{3}{4}$  Front and  $\frac{3}{4}$  Rear and File Size
  - RVD must list all the engine types and horsepower's
  - CA and RVD GVM's do not align
  - SE and SF forms must match RVD "variants"
  - All lights must be listed and supporting test documents provided
  - All Warning Bells  and Crosses  must be addressed with a "post-it-note"  
Tip: "Control?" can be used to find out the "warning message"



- Document Reference Numbers must match (typically before form approval, RVCS can manually correct document reference numbers via an email request)
- ADR47 requires a “Partially completed vehicle statement”, if you do not fit the reflectors down the side of the vehicle (eg. Cab/chassis)

Classics:

- Forms submitted with nothing but a Form Reference Number
  - Lift-up axle on a 4x2
  - RVD images do not match the vehicle (eg. 4x2, image for a 6x2)
- **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)





## **Item 17: Government and Industry review of AS2809, Dangerous Goods Vehicles, Update and Discussion**

### Recap:

- The forum decided that:
  - There were valid reasons presented that a complete review of all parts of AS2809 should be undertaken
  - ME-057 committee should be reconstituted to conduct the review
  - A list of proposed new ME-057 members was developed (including TIC)
  - Standards Australia would invite existing and new members to join the reconstituted ME-057 committee
- Chris Loose will become TIC's representative on the ME-057 committee and represent TIC Members at future AS2809 meetings
- As the review progresses TIC TO will circulate any relevant information to TIC Members for comment



### March 2018 update:

- 2809.1/.2 - 2-day workshop held in Melbourne 20/21 February
- Support for:
  - 2 classes of trucks – pumping and non-pumping.
  - Align closer to the Euro ADR Part 9 ( $\equiv$  to UN ECE R105) requirements.
  - Reduced heat shielding requirements for non-pumping units
  - Exhaust outlets not to conflict with ADR but can't discharge into a **zone 1 atmosphere which** is 1.5 metre from any connection/coupling point in the tank in any direction when bottom loading or 3m for top loading.

### May 2018 update:

- 2-day workshops held March (20/21), April (10/11) and planned for May (7/8).
- Only items which achieve a surface temperature greater than 180 Deg C will require shielding (auto ignition of B100 is about 200 Deg C).
- Fuel drop defectors under the tank and to ensure no heating effect of the tank.
- Wiring – refer to sperate document.
- Battery Isolation – refer to sperate document.
- Where possible align with the Euro ADR standard.



## **Item 18: 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.
- An Expert Reference Group (ERG) has been formed by NSW for Transport, with representatives from all States and Territories, Austroads, ARRB, insurance companies, heavy vehicle repairers, NHVR, motoring organisations, truck, bus and trailer organisations.
- TIC CTO represented truck OEM's in the ERG.
- If a vehicle is determined to be a Statutory Write-Off, its VIN will be listed on the HV WOVR and it can NEVER be re-registered.
- Unlike Light Vehicles where the WOVR only applies to vehicles up to 15 years old, the Heavy Vehicle WOVR will apply to ANY truck, irrespective of age.





- Preliminary recommendations for the HV-WOVR will be taken to COAG TIC on 10th November 2017, this will include a recommendation made by TIC that COAG TIC determine if the WOVR will apply to vehicles in the 3.5t to 4.5t GVM category, currently these vehicles fall outside the Light Vehicle WOVR and the proposed HV-WOVR.
- There is one (1) more planned ERG meeting at the end of November 2017 where the ERG will vote on the final version of the accident assessment criteria.
- Final recommendations for the HV-WOVR will be taken to COAG TIC in May 2018
- The HV-WOVR could be operational from 1<sup>st</sup> July 2018, TBD.

### **May 2018 update:**

- 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).



## **Item 19: The NTC's VS-MAG meeting, update and discussion.**

### **Vehicle Standards Maintenance Advisory Group (VS-MAG)**

- The VS-MAG is vital to developing reform by giving the NTC a broader perspective, as the NTC does not manage roads or enforce the law. The VS-MAG gives the NTC insight into decision-makers' priorities.
- Whilst the VS-MAG is the primary conduit for consultation and information gathering, it is not the exclusive source. The NTC consults broadly, generally, and publicly in relation to reform.
- The NTC liaises directly with TISOC and Council.
- The NTC's process for developing reforms to National Law - which includes the Heavy Vehicle (Vehicle Standards) National Regulation (HV(VS)NR):



	<b>Summary</b>	<b>1</b>
	Next steps	1
I	M1705-01 Protrusion of container hinges	2
P	M1705-02 Vehicle standards – Engine Brake Noise	4
NP	M1705-03 Drawbar warning devices	5
P	M1705-04 Warning signs for combinations longer than 22m	6
NP	M1705-05 Wide load warning signs	7
NP	M1705-06 External digital/electronic advertising displays	8
P	M1705-07, M1705-08, M1705-09 ADR issues	9
P	M1705-10 Vehicle markings for alternative fuel sources	11
P	M1705-11 Hydrogen and Electric vehicle labels	12
PN	M1705-12 Definition of road enforcement vehicle	13
P	M1705-13 Flashing white warning lights on pilot or escort vehicles	14
P	M17005-14 Semitrailer rear bumpers (heavy vehicles only)	15
NP	M1705-15 Tyre tread depth	16
NP	M1705-16 Motorbike protective guarding (light vehicles only)	17
NP	M1705-17 Non-slip requirement applicable to brake pedal surface	18
P	M1705-18 Requirement for trailer-based systems to be connected	19
NP	M1705-19 Vehicle dimensions	20

Document to be circulate to members.



## **Item 20: The Takata SRS Air Bar Recall, update and discussion**

### Recap:

- Many Light and Heavy Vehicle IPA holders have been requested by DIRD and/or the ACCC to provide additional information regarding the Takata Air Bag recall, including:
  - The type of inflator used in a vehicle's air bag system (DIRD)
  - The likely timeline to implement the Air Bag Recall (ACCC)
- These two issues are NOT related
- DIRD is acting on information from NHTSA in the USA who have found there may be safety issues with non-Takata Air Bags. DIRD are investigating the potential number of vehicles that may be affected in Australia
- The ACCC are investigating if legal action should be instigated against vehicle Manufacturers and/or vehicle owners for “tardy” response to this safety recall. The ACCC do truly understand all the issues involved
- TIC recommends that TIC Members fully cooperate with both DIRD and the ACCC's requests



### March 2018 update:

The “intensity” appears to have dissipated on both the requests for information from DIRDC and the ACCC as well as the “expected” timeframe to have the recall actions completed. Both organisations are more aware of the “real” issues associated with this recall (parts supply, contacting owners of 10-15 year old vehicles, owners being willing to respond to the recall, etc). When asked by TIC CTO, affected TIC Members replied that they were not experiencing any unrealistic requests from either DIRDC or the ACCC.

### May 2018 update:

- 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).



- Can the ACCC force a compulsory recall on non-consumer goods (a commercial truck)?
- 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.
- TIC to monitor the situation.
- 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.

**DIRDC are not receiving monthly recall updates from a number of TIC Members (this applies to all recalls, not just Takata). TIC urges all Members to comply with the TIC Recall CoP. Under the RVSA, Members will face prosecution for non-supply of information.**



## **Item 21: Australian Alliance for Energy Productivity – Innovation X-Change and NSW Health Services Zero Emissions announcement**

### New agenda item:

- TIC CTO presented at the recent Australian Alliance for Energy Productivity – Innovation X-Change held at UTS in Sydney.
- TIC's theme was "Improving Heavy Vehicle Energy Productivity.....Today".
- At the conference NSW Health Services announced that they will move their entire Light and Heavy Vehicle fleet to Zero Emissions by 2025 (and not by carbon trading).
- NSW Health Services are seeking to work with "partners" to achieve this goal.
- If any TIC Members have Zero Emission vehicles now, or coming, and want contact details for the Project Leader for this initiative, contact TIC CTO (in confidence, of course).



## **Item 22: VIC Government's planned Professional Engineer's Accreditation Scheme**

### New agenda item:

- TIC CTO was contacted by Rob Perkins (ARTSA) who explained that there was legislation to be presented to the Victorian Parliament for a Professional Engineer's Accreditation Scheme.
- The VIC Scheme would be modelled on a similar scheme introduced in Queensland approximately 5 years ago (stated in the legislation preamble).
- The legislation could be presented to Parliament before the Autumn recess and has the "numbers" to be passed.
- TIC CTO has investigated the Qld Professional Engineer's Accreditation Scheme via discussions with the NHVR, QLD-TMR and HVIA. Findings:
  - Primarily aimed at Engineers in the building and construction industries
  - Applies only to qualified engineers (TAFE and Uni)
  - Applies to Engineers working on QLD Government contracts or works
  - Applies to Engineers working in the public domain
  - Does not apply to Engineers working in, or under, a prescriptive regime (eg. ADR's)
  - Does not apply to Engineers working in an existing registered State scheme (AVE's)





- TIC CTO could only find one Engineer in a QLD based TIC Member who was registered in the QLD Professional Engineer's Accreditation Scheme (and he was an ex NHVR employee)
- The NHVR and QLD-TMR do not require their own Engineer's to be registered in the QLD Professional Engineer's Accreditation Scheme, but will pay the annual fees if the employee is a member (so many are registered in the Scheme)
- TIC does not plan to oppose the legislation.
- TIC has concluded that TIC Members should be unaffected by this pending Victorian Legislation, but suggest Victorian TIC Members make their own decision whether to become registered if/when the legislation becomes law.



## **Item 23: Co-operative ITS and Vehicle Regulations, including DIRD, ACMA, AustRoads IRG and NTC - Australian Update**

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

- No meetings have been held this year, next meeting is planned for 29<sup>th</sup> May 2018.
- Update at the August 2018 CTO meeting in Brisbane.

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

- NTC have not released any new information, or discussion papers since the update given at the March 2018 CTO meeting in Melbourne.

### c. UN-ECE Update:

- New Autonomous Vehicle Working Group has been proposed, not decided to proceed as yet, will be decided at June 2018 WP29 meeting. WP29 is very conscious of working with WP1 (road rules, including driving rules and infrastructure). An Ambassador role has been set up between the two WP's. Over the air updates are a hot topic for WP29 along with cyber security. Autonomous Vehicle data was discussed at the last WP29 meeting and OICA



delivered a presentation that proposed a “black box” for Autonomous Vehicle’s (different to the EU Event data recorder).

d. DIRDC’s review of C-ITS and Autonomous Vehicle cyber security workshop:

- No news from the cyber security group since the cyber security workshop on the 8<sup>th</sup> December 2017.
- DIRDC have released a C-ITS Statement of Intent for Applicable Standards and Deployment. This document outlines that the Government’s intent is follow the UN-ECE standards path for C-ITS technology in on-road automotive vehicles. Statement is on DIRDC’s website.
- DIRDC have also listed on their website a set of Guidelines for Supply Vehicles to Market with Autonomous Technologies.

e. Autonomous Vehicle Trials in Australia:

- Covered in SVSEG Update, refer to Item 3 today.



## **Item 24: General Business**

### **1. NTC - The Load Restraint Guide**

Hard copies have been ordered for TIC members and will be sent to members as when they become available.

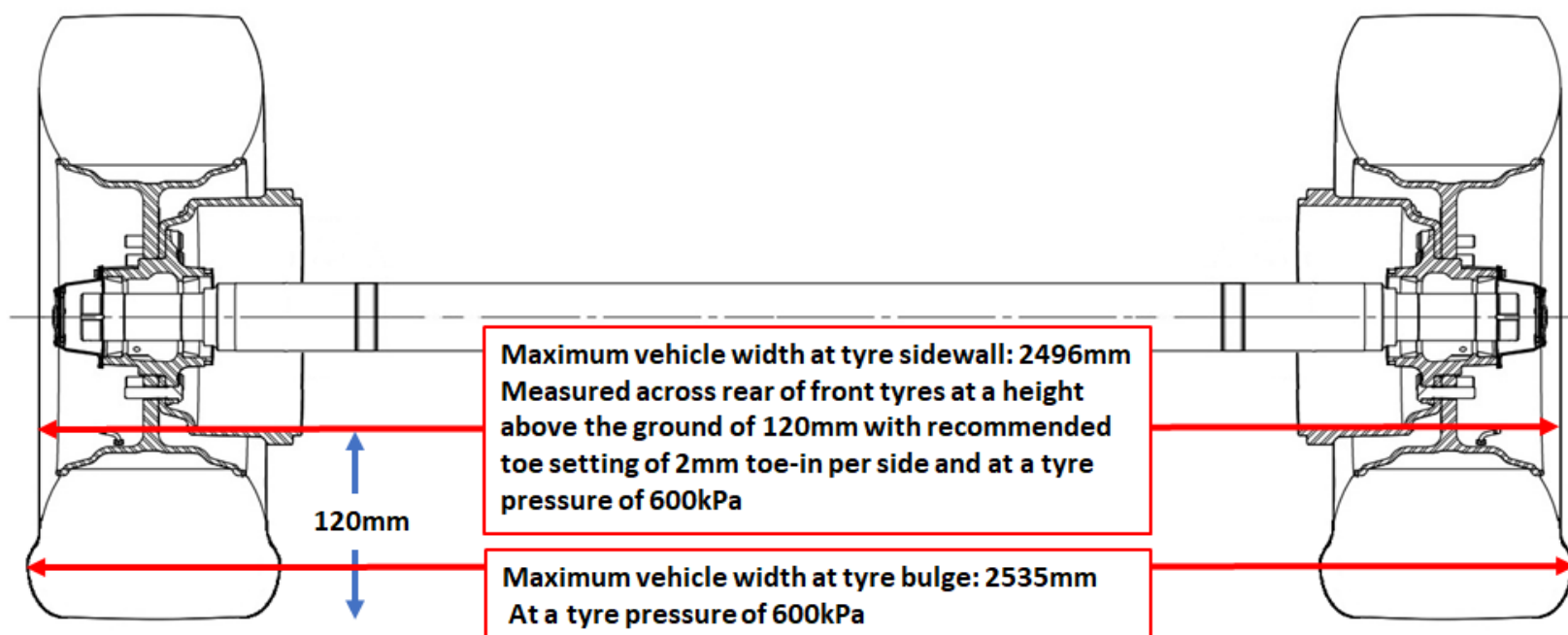
### **2. Green Truck Rating Scheme**

Mov3ment P/L (an automotive environmental consultancy) approached TIC to gauge the interest in developing an environmental “star rating system” for Heavy Vehicles. After a presentation to TIC CEO’s in 2017 it was agreed to explore the concept. The rating system would be a combination of noxious emission standard and “nominal” fuel efficiency. There is NO intention to have any test regime. To progress this concept TIC has agreed to work with Mov3ment to develop a trial rating system and run a “pilot” with a couple of truck Brands to see if the concept could work. TIC CTO will co-ordinate the work, are there any TIC Members who want to be part of the pilot/trial? Please email Mark H and nominate the contact person in your organisation and the Brand/s you want represented.



### 3. M&I to exclude Tyre Bulge from overall vehicle width

DIRDC are working on excluding Tyre Bulge from the definition of Maximum Vehicle Width. In the interim, DIRDC will process a M&I to exclude tyre bulge. The M&I must include the following (prepared by TIC CTO based on discussions with DIRDC):



**This is an EXAMPLE, use your own numbers!**



#### **4. ADR35/05 Park Brake Issues**

This issue was not discussed due to lack of time at the CTO meeting.

TIC CTO to detail these potential issues and circulate to TIC Members for their feedback.

TIC to review potential action/s once feedback has been received.



## **Item 25: 2018 CTO Meeting Calendar**

Next meeting: **9<sup>th</sup> August 2018**  
Location: **Brisbane**  
Meeting venue: **NHVR Offices - TBC**

Final CTO meeting for 2018:  
**8<sup>th</sup> November 2018, Melbourne (Isuzu's NEW Offices – TBC)**

## **Item 26: Meeting Close**

Planned for 15:00 to catch flights to home ports departing from 16:15