

ARTSA Change proposals

ARTSA supports the following list of proposals that would deliver much needed change in the heavy vehicle area.

- 1. Promote the uptake of advanced electronic and stability control technologies (ESP/RSP & ESC for trucks and RSC/RSP for trailers)**
 - a. Advocate ADR rule reform to mandate EBS / ESC on new vehicles
 - b. Seek revision of the PBS brake standard to replace references to ABS with references to ESP/RSP and ESC
 - c. Work with others to develop a proposal that gives registration fee relief to new vehicles with ESP/RSP and ESC

- 2. Advocate the National Recognition of Professional Vehicle Modifiers**
 - a. Support the introduction of a new level to be added to the RVCS System
 - b. Support the accreditation of professional heavy vehicle modifiers to place national modification plates onto new vehicles

- 3. Release a 'Guidance policy' for safety and compliance of critical replacement parts**
 - a. Develop and promote guidelines for users and suppliers
 - i. What customers should look for in replacement parts
 - ii. How suppliers can protect themselves

- 4. Promote the adoption of an ECE R90 approach to replacement brake part certification**
 - a. Provide approvals to replacement brake parts that have proven performance in a $\pm 15\%$ tolerance band compared with the original part
 - b. Promote the concept to the National Heavy Vehicle Regulator and other jurisdictions

- 5. Support and advocate that mass limit increases for axles with wide base single tyres be granted**
 - a. Provide evidence of the useful weight savings and rolling resistance reductions that are available
 - b. Work with jurisdictions to advocate the adoption of wide base single tyres

- 6. Advocate the amendment of AS 2809 (Design requirements for DG vehicles) to allow in-line connectors in DG electrical looms**
 - a. Support the use of modular electrical systems, which offer great installation, cost and servicing benefits
 - b. Allow electrical connectors with an IP54 rating to be used

- 7. Lobby for policy change to accept fifth-wheel and turntable assemblies that were not certified as a unit**
 - a. Seek recognition that fifth wheel and turntable assemblies can be used without the need to certify both as a unit

- 8. Promote the acceptance of heavy vehicle suspension seats with integral seatbelts as a certifiable sub-assembly**
 - a. Allow CRN's to be issued for a suspension seat with integral seatbelts to clarify the status of after market replacement seats

- 9. Seek Interstate recognition of engineering certificates for modified vehicles**
 - a. Advocate a that a national approach for interstate engineering certificates be taken
 - i. A national modification code (VSB6) exists. The next logical step is to have interstate recognition of engineering certificates

- 10. Advocate that mass increases be allowed for lift-able axles**
 - a. Support an increase of 25% for mass
 - i. Lift-able axles must descend when the 'transition mass levels' in ADR 24/04 are reached
 - ii. These are very conservatively set. Mass levels that are 25 % higher can be justified

- 11. Promote the use of level-ground interlocks on long rear tipping trailers**
 - a. High-lift rear tipping trailers can be unstable on ground with a side slope or that is soft. Electronic interlocks can provide protection

- 12. Promote the use of electricity-line proximity warning devices on vehicles with lift able parts**
 - a. Vehicles with lift-able parts are vulnerable to power line clashes and need additional warning devices to enhance safety