



## **Truck Fires Guidance Project**

### **Q&A**

#### **Q. What is the Truck Fires Guidance Project?**

**A.** The ARTSA Institute and the National Bulk Tankers Association (NBTA) have received a grant from the National Heavy Vehicle Regulator (NHVR) as part of the Heavy Vehicle Safety Initiatives program to develop guidance materials on the causes and prevention of truck and trailer fires.

#### **Q. So how big a problem are heavy vehicle fires?**

**A.** There is no national register of heavy vehicle fires. The industry relies upon the National Transport Insurance (NTI) report on serious-incident insurance claims as a guide to the non-impact fire-risk performance of the fleet. A recent study found that 8.1% of large losses experienced by an insurer<sup>1</sup> were non-impact fires i.e. those which occur in the absence of a collision or other object coming forcibly into contact with heavy vehicles. This is estimated to equate to a risk of 1 in 5,000 heavy vehicles experiencing a large loss fire per annum, or approximately 130 trucks per year, based on the about 650,000<sup>1</sup> heavy vehicles operating on Australian roads today.

#### **Q. Why are trucks and trailers catching fire?**

**A.** Fires due to electrical causes account for about 33 per cent of fires. Wheel-end fires also for about one third of fires. Fires due to fuel line, oil line, turbocharger and exhaust failures account for about 25 per cent. The remaining 10 per cent of fires started on the trailer due to refrigeration unit failure and mechanical vibrations disturbing the load.

#### **Q. What will the project deliver?**

**A.** In the later half of 2020, a range of information for drivers, mechanics, fire investigators, fleet managers, designers and others will be available. A wide-ranging communications program will be conducted.

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