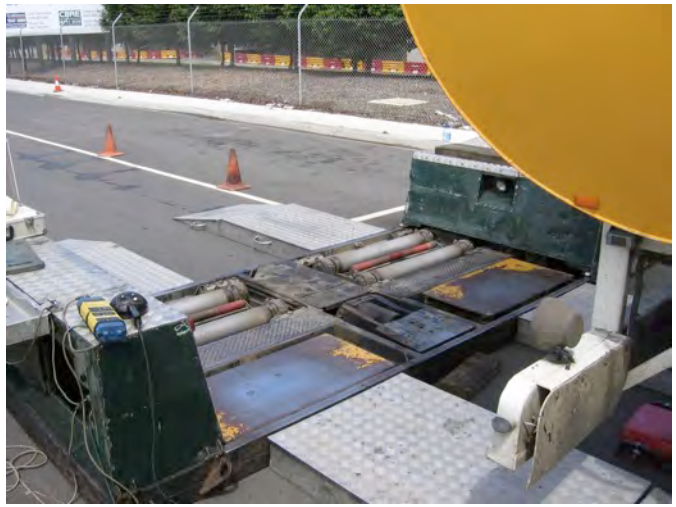
HV INSPECTIONS WHERE TO ??

Ross McArthur – VicRoads Manager Vehicle Safety and Policy



OPERATION TRICULA

Operation Tricula

- Operations were led by VicRoads and included support from
  - Victoria Police
  - Worksafe
  - Sheriff's Office
- Focus: Heavy Vehicle Compliance roadworthiness, registration and c fine collection

Defect Notices Issued

OPERATION TRISHULA						
	12/11/12 BRAESIDE	13/11/12 CLAYTON	14/11/12 LILYDALE	15/11/12 LYNDHURST	16/11/12 DANDENONG	Totals
Defect Notices						
Major	26	28	21	38	37	150
Minor	16	25	31	20	10	102
Total defective	42	53	52	58	47	252
Total Checked	65	67	65	69	54	320
Percentage of Defective Vehicles	65%	79%	80%	84%	87%	79%

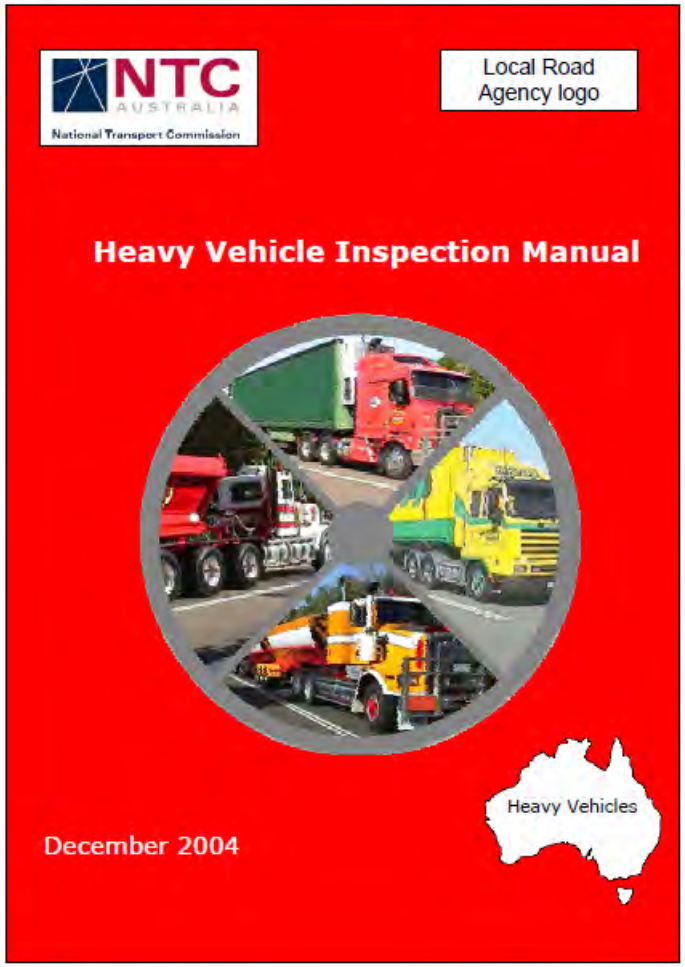
VICROADS OFFICER TRAINING and Transition to NHVR

NATIONAL HEAVY VEHICLE REGULATOR

NHVR

- 21 January 2013, NHVR will commence operations
- Initially providing NHVAS (National Heavy Vehicle Accreditation Scheme) accreditations and PBS approvals
- Delivery of a comprehensive suite of regulator services expected by mid *2013*
- Call 1300 MY NHVR – on 21 January 2013 full inquiry service will be available
- Visit www.nhvr.gov.au for detailed information

Standards and Inspection Approach



DEFECT GUIDELINES

TABLE OF CONTENTS

IMMINENT

Defects that do not have an effect until the component is subjected to higher than normal demands, when a catastrophic failure might occur.

EXAMPLES

- a cracked suspension component which breaks completely under heavy braking;
- severely worn brake linings or contaminated brake fluid leading to brake fade on a long descent;
- structural rust resulting in collapse of the occupant space in a severe crash;
- bald tyres which result in skidding in the wet;
- missing/broken wheel studs;
- imbalanced brakes.

DELAYED

Defects that do not have an effect until they degrade (wear) further to the point where a catastrophic failure might occur.

EXAMPLES

- a brake cam going over-centre due to wear in several components;
- semi-trailer king-pin/jaw wear;
- worn seat-belt webbing.

These DELAYED defects are likely to be affected by abnormal demands (see IMMINENT). The difference is that further wear is necessary before there is any risk of failure.

GRADUAL

Defects that degrade gradually, resulting in a progressive reduction in the performance of a safety system or environmental damage. The effects might not be evident until abnormal demands are placed on the vehicle safety systems.

EXAMPLES

- contamination of brake linings;
- worn brake linings;
- out-of-balance rear brakes;
- wear/looseness in steering system;
- windscreen damage affecting driver's vision.

Table 1: General Classification of Defects

Effect of defect (5.1)	Circumstances where effects arise (5.2)			
	IMMEDIATE	IMMINENT	DELAYED	GRADUAL
a) Driver's view	Major (ground)/ Major	Major	Major/Minor	Minor/Warning
b) Conspicuity	Major (ground)/ Major	Major	Major/Minor	Minor/Warning
c) Control of vehicle	Major (ground)	Major (ground)/ Major	Major/Minor	Minor/Warning
d) Other road users	Major (ground)/ Major	Major (ground)/ Major	Major/Minor	Minor/Warning
e) Crash protection	Major/Minor	Minor	Minor	Warning
f) Post-crash	Major/Minor	Minor	Minor	Warning

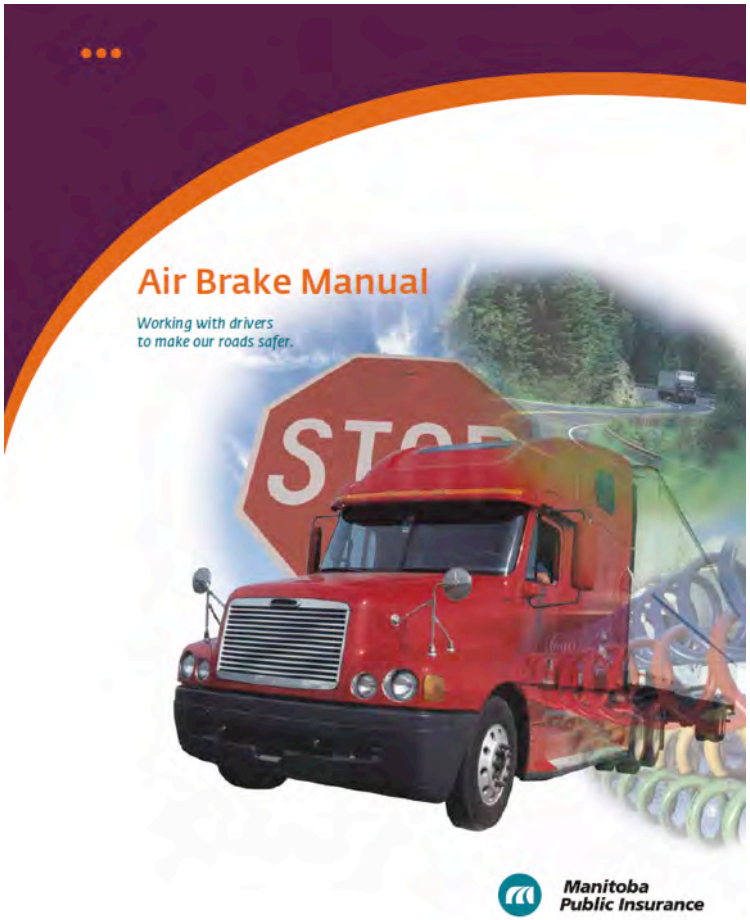
Attachment D provides some examples of classification of defects, taking into account the *overall crash risk* and the *effect of the defect*.

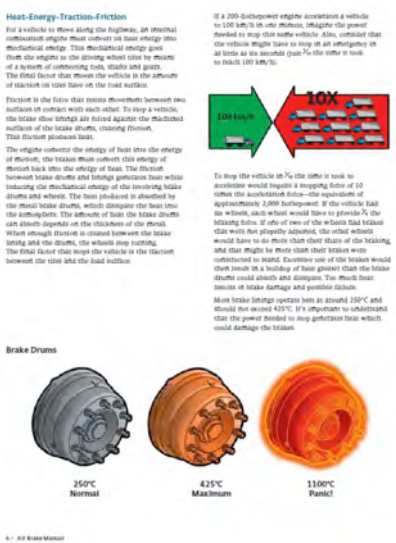
VICROADS NEWOFFICER TRAINING PACKAGE

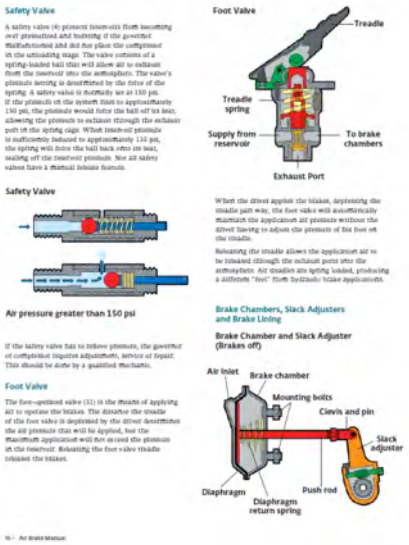
TRAINING CURRICULUM

- Consistent with National Standards
- Consistent with National Inspection Manual
- Consistent with National Defect Guidelines
- Capitalise on:
  - Industry Codes eg tyres and Brakes
  - US Driver Airbrake Examination
  - US out of service standards
  - UK Vehicle Operator Service Agency
  - Other Jurisdictions Codes and guidelines

Reference Material for Driver Braking examination







Driver Operators handbooks/codes Increased Professionalism

☑ **INSPECTION OF HYDRAULIC BRAKES**

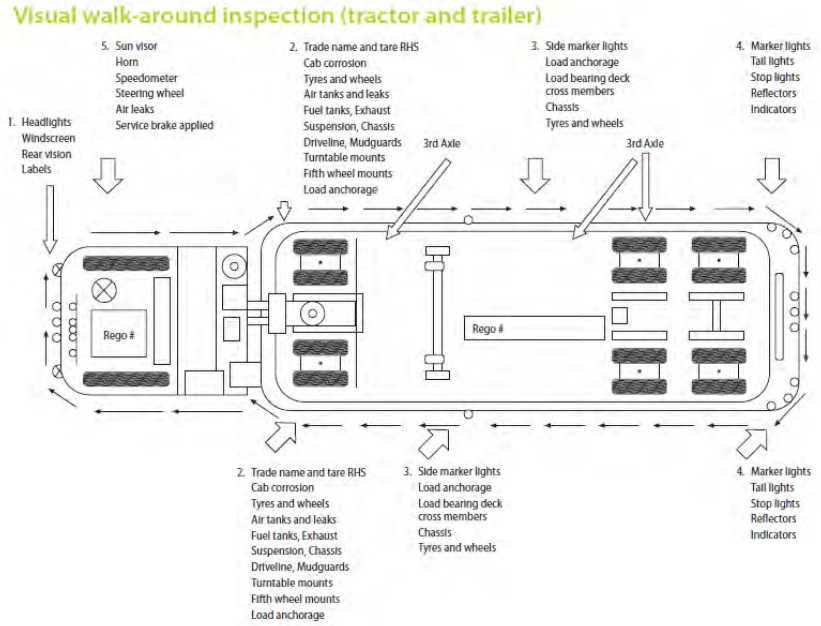
STEP 1: External check

1. Check for line damage and leaks.
2. Check wheel backing plates and brake hoses for any signs of leaks or damage, such as chafed hoses or pipes
3. Check around the master cylinder and hydraulic oil reservoir for leaks. Also check that the reservoir is full.

STEP 2: System check

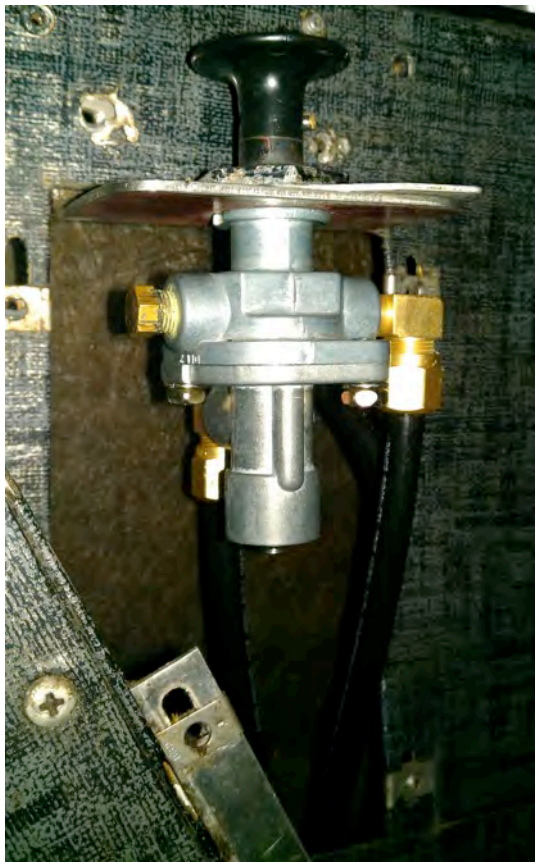
1. Check the feel of the brake pedal when you apply the foot brake. If the pedal sinks down further than usual or if it feels spongy, there may be a leak or air in the system.
2. Keep full pressure on the pedal – it should continue to be hard. If the pedal starts to sink, there may be a leak in the system.
3. Vacuum brakes – check booster retention with full vacuum and the engine off. When you apply the pedal it should stay down without resistance. The vacuum must be available soon after the engine is started with low vacuum available after 30 seconds and normal working vacuum after 60 seconds.
4. Check that the vehicle does not pull to one side when you brake with the vehicle moving, off road if possible.

Land Transport New Zealand



Whistle Stop Tour of VicRoads Training Issues

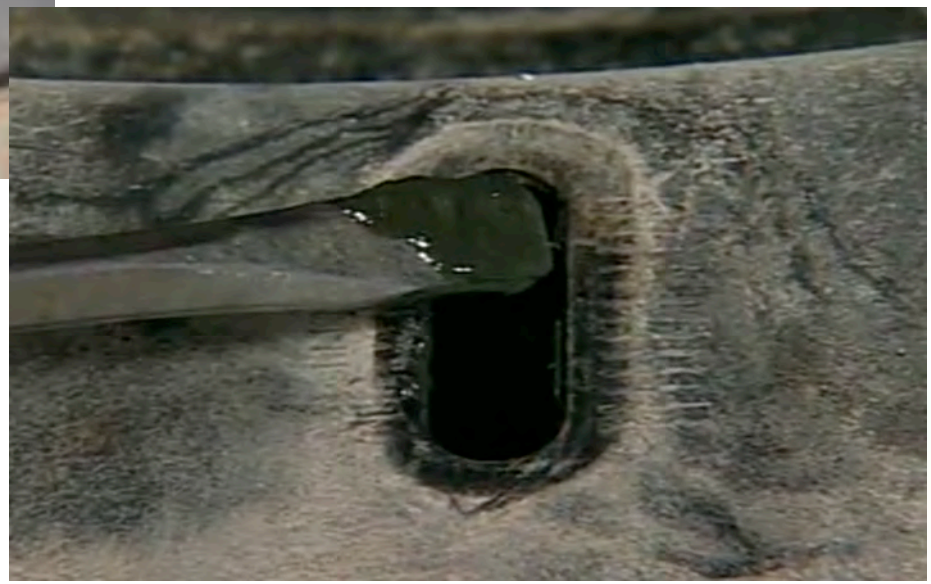
Any handle or control lever on a parking brake is not fitted with a locking device capable of holding in any



Park brake control can be released with only one action.

Brake drums or discs are not fitted or have missing pieces, or cracks other than short heat cracks inside the drums

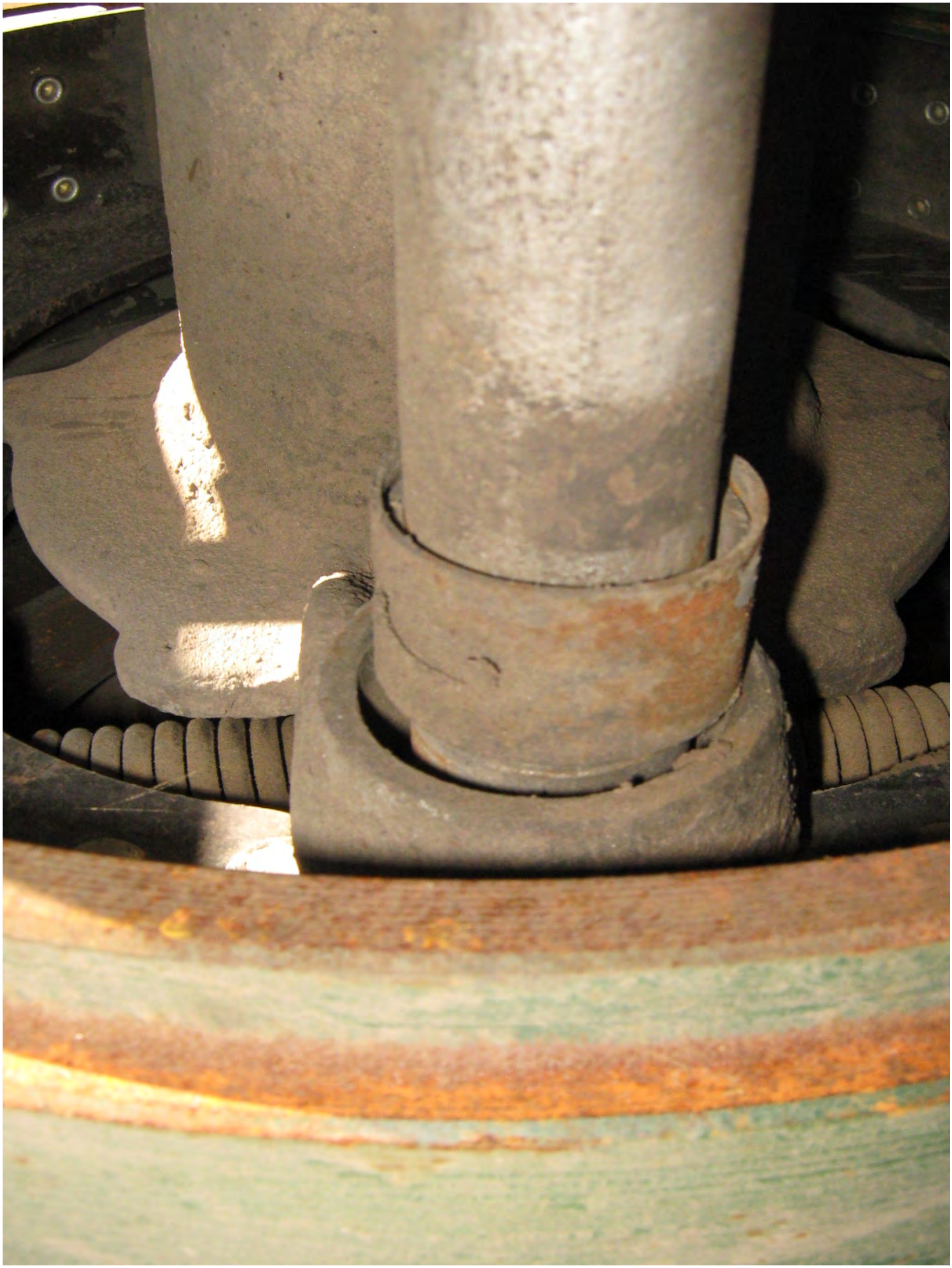
Linings or pads are contaminated with oil, grease or brake fluid



2.1 Check brake components

Linings or pads are contaminated with oil, grease or

Brake chambers (including chamber clamps) or camshaft support brackets are loose, bent, cracked or missing.



2.1 Check brake components

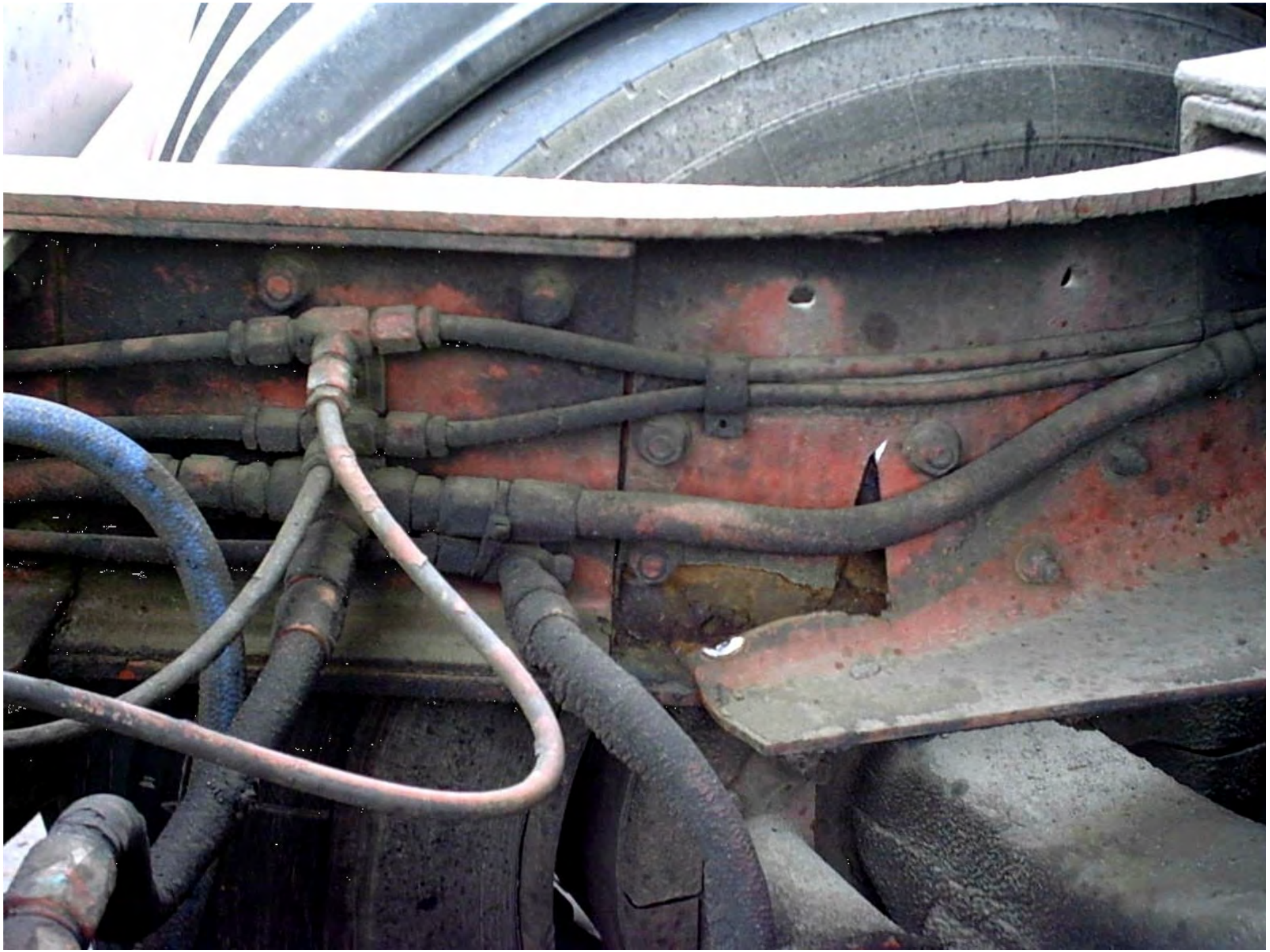
Slack adjuster Travel

Brakes Off

Brakes On


MERCEDES-BENZ
2222
2222 V SERIES
16/11/2012


16/11/2012




RTAGE
FF
41184
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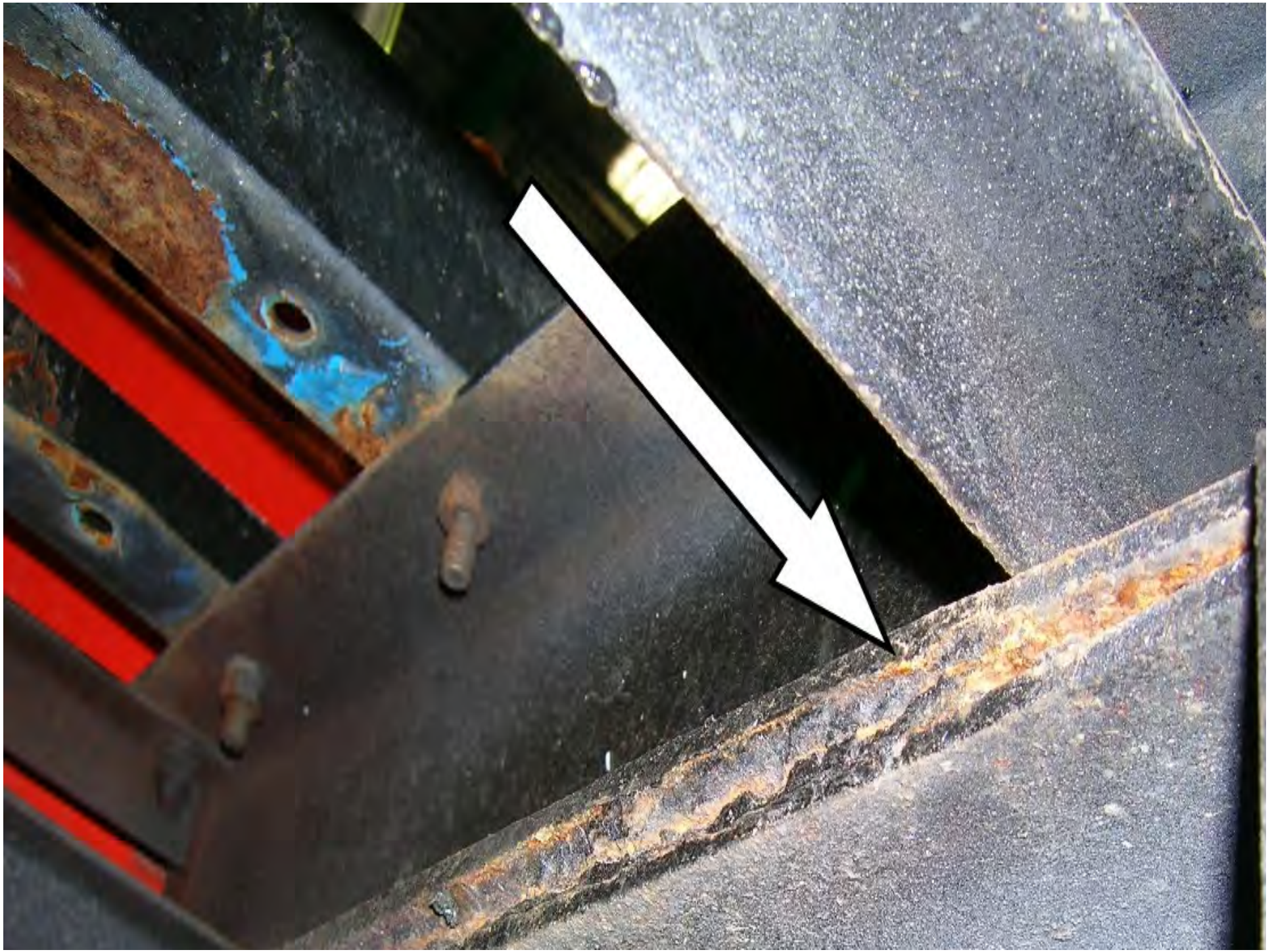


IF YOU CAN'T
SEE MY MIRRORS

3.2. Check pin couplings and pintle hooks

Reasons for rejection

g) Pin couplings or pintle hooks are worn beyond the manufacturer's limits. If the manufacturer's limits are not known, any dimension on a wear surface of the horn of a pintle hook or pin coupling is worn more than 5% of the original diameter.

h) Any wear on the diameters of each of the coupling pin and the drawbar eye bush greater than 1.5mm.

i) Any transverse or circumferential welds on the draw bar eye block.

Note: Wear should be checked by direct measurement, or by the use of a gauge. Allowable dimensions for worn components are given in Table A3.

Component	Standard Dimension	Allowable Wear Limit*	Gauge Sizes
Coupling pin Drawbar eye bush	48.7 OD 50.0 ID	47.2 min 51.5 max	47.1 51.6

Table 3 2: Allowable Dimensions in Millimetres for Worn Components

** When the wear of components is checked by direct measurement, it should be noted that an elliptical wear pattern is generated on the bore of the drawbar eye bush, and on the outside of the pin.*

Note: Figure 3.2 - Illustration showing typical tow coupling devices

** Typical Wear Surfaces*

4.4. Check suspension components

Reasons for rejection

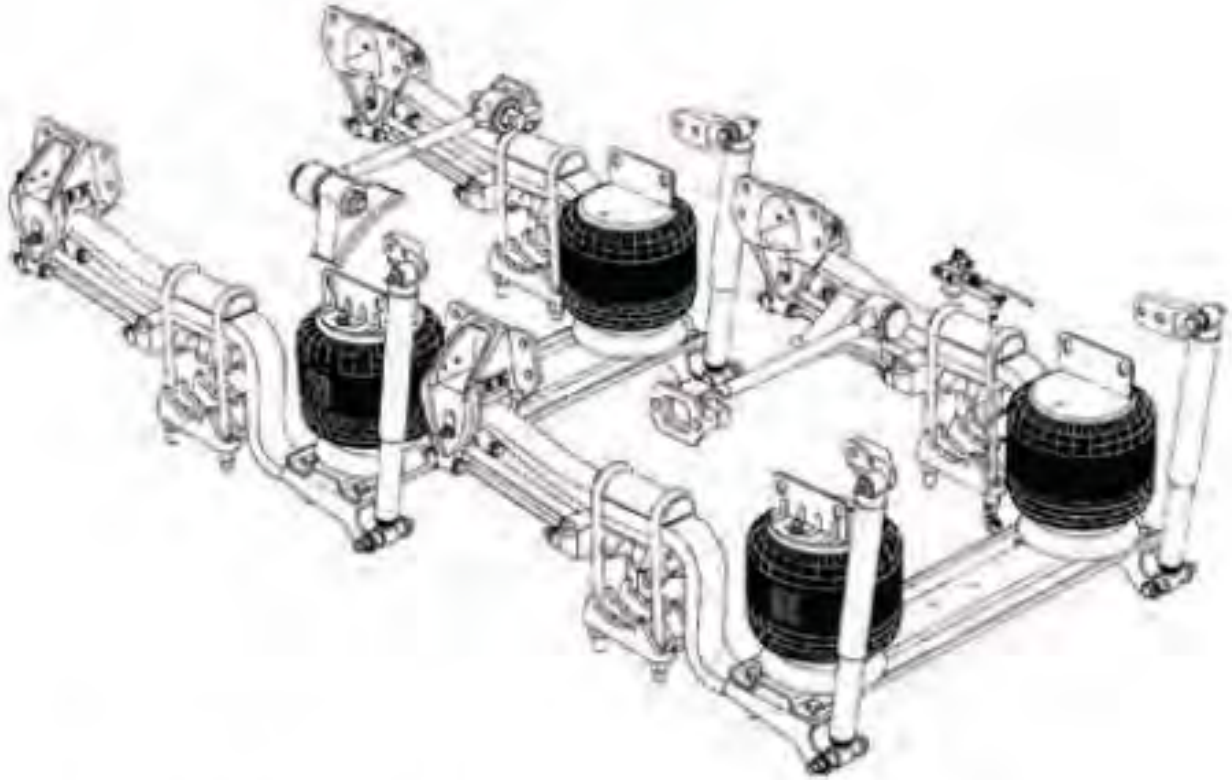

Figure 4 3: Typical air bag suspension


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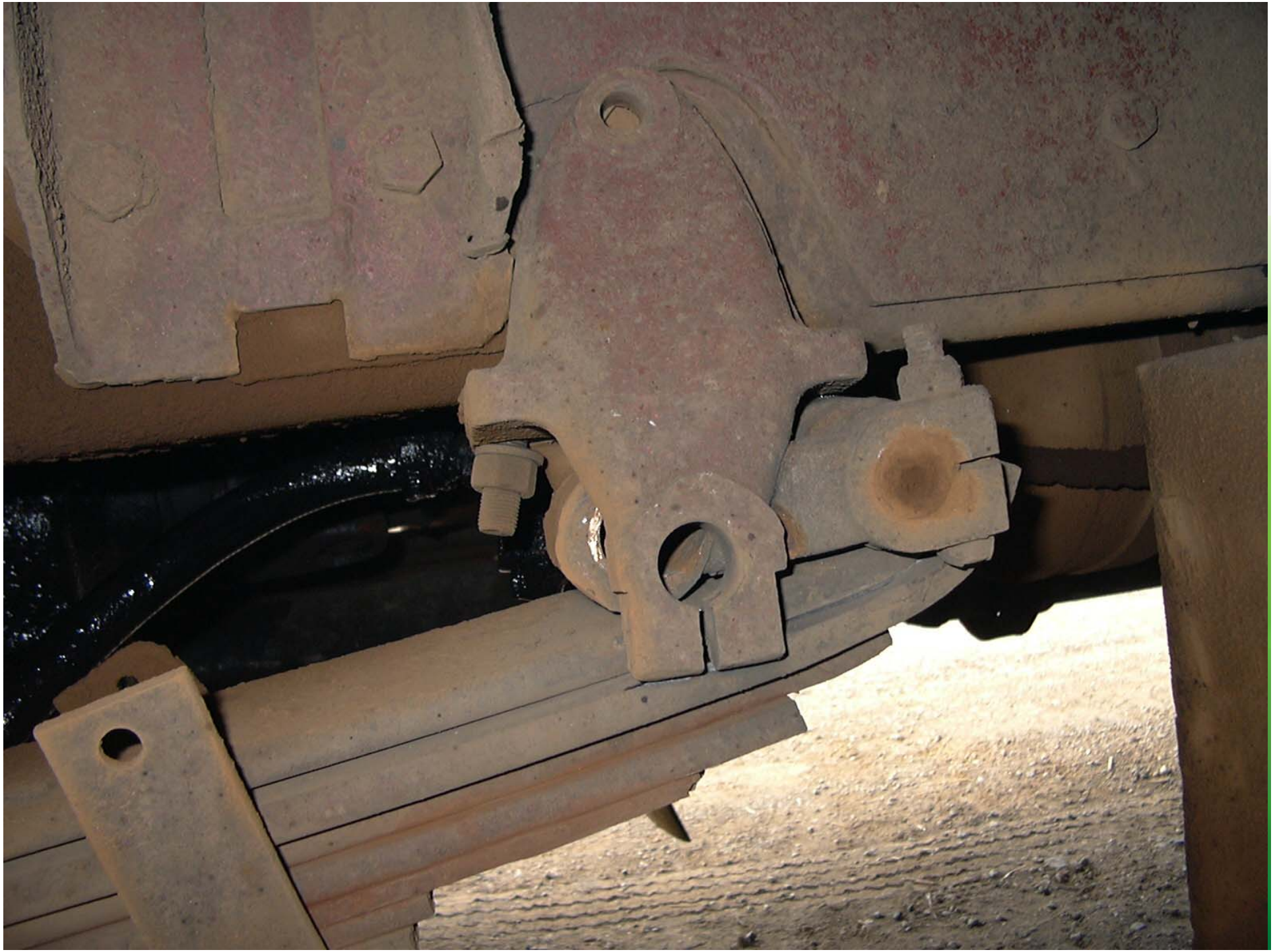


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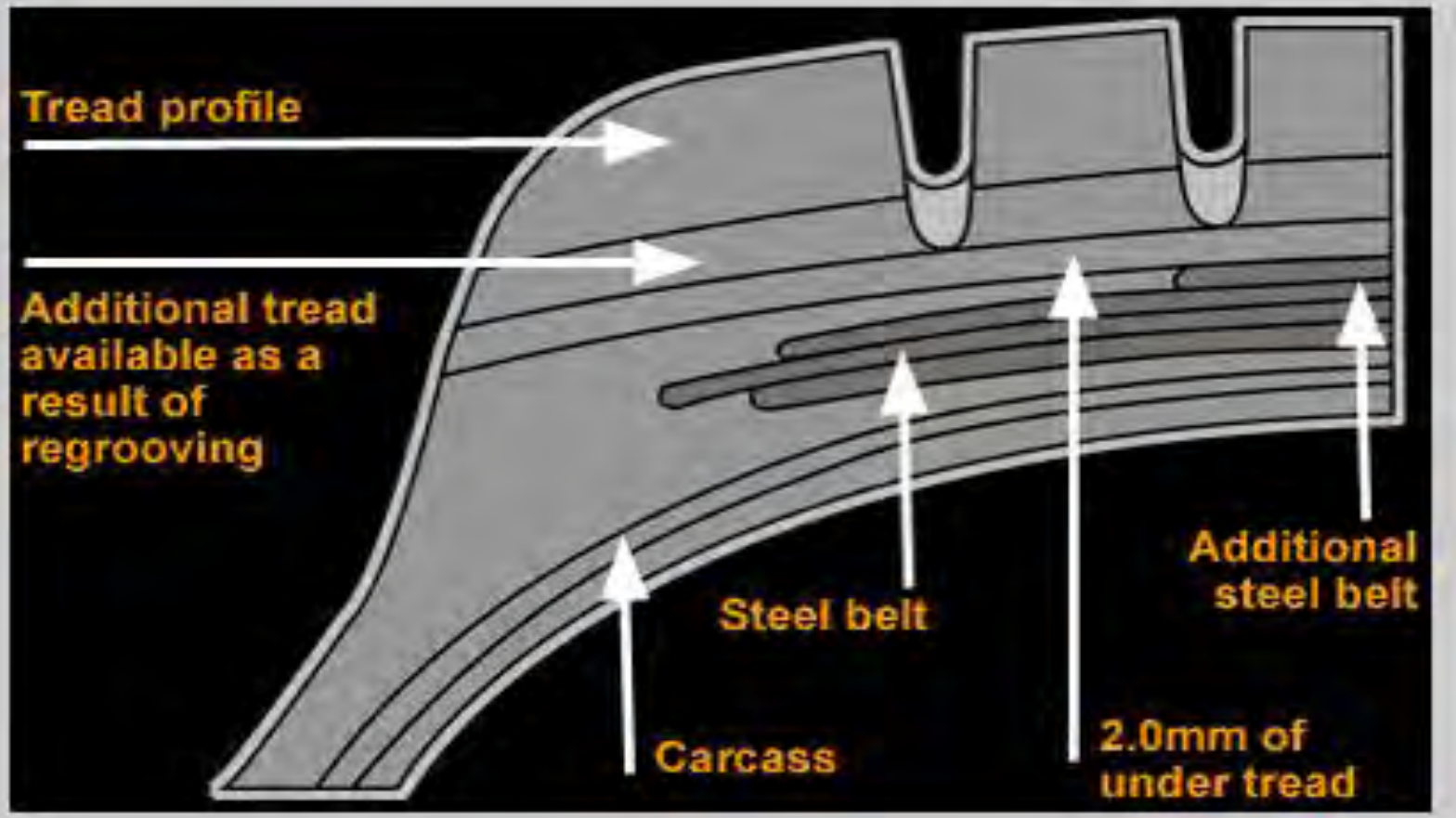
4) What is Regrooving?

A regrooved tyre means a tyre, either new or remoulded, on which a tread pattern has been produced by cutting into the tread in accordance with the tyre manufacturer's recut tread pattern. Such tyres will have the required amount of under-tread rubber for this purpose and will be marked as REGROOVABLE. This is illustrated below: -




16/11/2012

vic roads

Vehicle Standards Information **10**

Installation of Lights on Road Vehicles

August 1998

Lighting Requirements

For vehicles manufactured on or after 1 October 1991

The Federal Office of Road Safety has published Vehicle Standards Bulletin VSB No. 9 which describes the lighting installations required or permitted by the Australian Design Rules (ADRs). A copy of the bulletin is attached and forms part of this information sheet.

Motor vehicles and trailers intended for use on the road must be fitted with lamps that comply with the Standards for Registration which for vehicles built on or after 1 October 1991 are the ADRs. The standards also prohibit a vehicle from being fitted with a lamp or reflector that is not required or permitted by the standards.

Vehicles manufactured on or after 1 October 1991 must be fitted with lamps which comply with VSB 9. Vehicles manufactured before October 1991 must be fitted with lamps that comply with either the applicable requirements in the Standards for Registration or with VSB 9.

More detailed information on the lighting requirements in VSB 9 is set out in the applicable Australian Design Rules (ADRs).

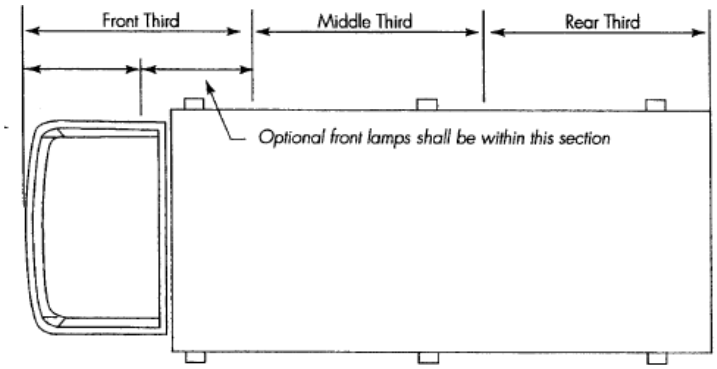


Figure 7.19.2

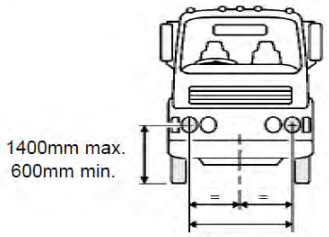
Vehicle standards information

12

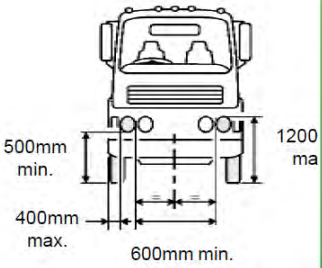
Revision 0.1 / Published 1 November 2007

Guidelines for lights and light signalling devices for heavy vehicles

Location of low-beam headlights



VEHICLES BUILT PRIOR TO ADR 13/00
(Pre-Oct. 1991)



ADR 13/00 VEHICLES
(From Oct. 1991)


Marker plate
orientation
10.

INDUSTRY TRAINING INVOLVEMENT

- Presentation VicRoads Training to ARTSA
- 4 Hour 140 slides and including Videos from US and UK
- Refinement of Package
- Presentation at Maintenance Workshop VTA TISG Sandown Safety day early 2013
- Looking for:
  - Information in simple in-house maintenance procedures that are easy to apply in a small business:
  - A simple cost model to demonstrate the value of using such a system

Is This an Example of Good Maintenance or ... ?

Thank You and
Merry Christmas and Happy
New Year
To You and Your families