

SESSION HIGHLIGHTS

Monday 24 October 2016

OFFICIAL OPENING OF TMC 2016

“We recognise that improving safety and the productivity of our industry will deliver a dividend for the entire state economy and the government has ramped up investment in infrastructure because the returns in productivity are proven”

Hon Luke Donnellan MP,
Minister for Roads, Road Safety, and Ports

NATIONAL HEAVY VEHICLE REGULATORY AGENDA

“The NHVR are focussing on four areas which provide an opportunity for industry to innovate with less constraints. These areas include technology, policy and processes, regulatory capability and information”

Daniel Elkins,
Director Safety, NHVR

PBS EXPLAINED

“Performance Based Standards (PBS) allows the maximisation and safe use of High Productivity Vehicles (HPVs) by matching the right vehicles to the right roads.

Achieving community acceptance and support for PBS and HPVs is critical as this will deliver a benefit in lower noise, emissions, hours of operations and accidents.”

Les Bruzsa
Chief Engineer, NHVR

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"We had a dilemma at Herb Blanchard Haulage in 2006. The solution we used was PBS as it enabled our business to operate outside of the constraints of our prescribed vehicle.

We did undergo some initial pitfalls, but there were absolutely payoffs. Our drivers continue to be educated, we have increased income capability, a stable and safer vehicle and we have increased in our productivity."

Chris Blanchard,

Workshop Manager, Herb Blanchard Haulage

ACHIEVING BETTER BRAKING PERFORMANCE WITH COMBINATION VEHICLES

"The key point to the session is to find the right compatibility and balance between European prime movers and American prime movers. It is important to match the right prime mover to the trailer and finding the compatibility."

Bob Woodward

Rob Finemore Transport Services

Tuesday 25 October 2016

INSPECTORS AND OPERATORS PANEL

"On road inspections proving effective and whilst there are still some unroadworthy vehicles on the road, there are also plenty of very well maintained vehicles that VicRoads have seen."
- Russell Greenland, VicRoads.

"Brakes are still the single largest failure category.

RMS have been inviting industry groups to tour their facilities and see firsthand the procedures and outcomes they are observing. They see this as a positive initiative and will support further visits." - Brett Patterson, Road and Maritime Services

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"A strong positive is the ability to network – both with operators as well other enforcement agencies. This is a huge value add to the industry." - Peter Garland, Queensland Main Roads

NHVIM – GETTING INTO THE DETAILS

"It was great to have Matthew Fletcher and Daniel Elkins at the session and welcoming feedback on the National Heavy Vehicle Inspection Manual. Please use the feedback form and ensure your voice is heard. I encourage you to go online, and provide feedback at www.nhvim.gov.au" - Dan Cleary, Nepean Transport Equipment

SAFER WORKSHOPS AND SAFER FLEETS

"As an industry, we often focus on fatigue and compliance for drivers but we must not forget the importance of safety in the workshop too. This generally starts with workshop safety inductions and Brown and Hurley highlighted great induction processes in this session." - Lyndon Watson, Don Watson Pty Ltd

NEW BRAKING AND EMISSIONS RULES

"The new ADR35/38 braking plus ADR80 Euro VI emissions rules will bring some changes to the vehicle such as the width, weight, and length but the technological changes are not as difficult as previously thought."

"Stability control will provide benefits to operators and improving vehicle safety overall."

-Chris Loose, Senior Engineer, ATA

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SEEING IS BELIEVING: LIGHTING, LENSES AND SCREENS

"Truck blind spots can endanger pedestrians and other road users. OEM's take great care to minimise their impact and with careful design and equipment such as look down mirrors and electronic equipments such as cameras and proximity sensors.

Operators should endeavour to not fit equipment that degrades the field of view to the front and side.

Vehicles fitted with day time running lights (DRL's) travelled five times further than vehicles without DRL's before being involved in a vehicle-vehicle daytime crash. New matrix type LED headlights can improve visibility past oncoming vehicles by tailoring the spread of their high beam lighting while reducing glare for the oncoming vehicle.

European and US research found night time incidents reduced up to 41% when reflective markings were present on Heavy Vehicles.

Reflective markings on heavy trucks costs only \$71 per annum. ATA TAP has been published to explain what and how to do conspicuity (reflective) marking." - Colin White, ARTSA

LOAD RESTRAINT GUIDE

"With the guide under review, the NTC discussed how this guide will change in the near future. Peter Rouse from the NHVR spoke on the regulators plans for road side inspections, Gavin Whitten from Engistics will demonstrate a new load restraint app that operators use to check the compliance of loads. It was a very practical session to bring you up to speed on load restraint." - Rob Perkins, Executive Director, ARTSA

"We need you to participate in the Load Restraint Guide survey set out by the NTC. The review of the guide is to be more representative of international best practice." - Bob Woodward, Barkwood Consulting

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HEAVY VEHICLE MODIFICATIONS – ARE YOU GETTING IT RIGHT?

“All modified vehicles now require a certification by an A.V.E.

The NHVR Code of practice being developed will be a re-write of VSB6 including restructuring to simplify. The system will have different levels of AVE's authorised to approve different levels of modification. Modification codes will be set out for each level of approval.

Approvals of modifications by AVE's should now be recognised in all jurisdictions.

Truck Manufacturers' Body Builder Guides take precedence over VSB6 which is intended to cover areas where these are not available. Operators and Dealers should consult the manufacturer or an appropriately qualified AVE before starting any modifications to prevent errors and costly rectifications to achieve compliance.“ - Colin White, ARTSA

UNDERSTANDING ELECTRICS FROM BASICS TO HI-TECH

“The key point to remember is to make good use of your multimeter for fault finding and to understand your meter reading and your electrical fundamentals.” - Alex Burton, PACCAR Australia

MAKING SENSE OF TELEMATICS DATA

“TMT Fleet Maintenance by TMW, has brought the technology that supports over 600 fleets across the world, to Australia for the first time. Top names in Australian transport have selected TMT to enhance their maintenance experience and give mechanics and shop supervisors a tool they actually want to work with.” - Curtis Moats, TMW Systems

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Wednesday 26 October 2016

DRIVING SAFETY

“To reduce injury and death in the road freight transport industry, it is necessary to look beyond intervention focused solely on the heavy vehicle driver. The road freight transportation reform should be underpinned by an approach that considers the system of factors contributing to crashes.” - Sharon Newnam, Organisational Psychologist, Monash University Accident Research

COUPLINGS CHOICE, INSTALLATION, OPERATION AND MAINTENANCE

“Couplings rules are under review by the NHVR. This session heard from them on the Couplings Reference Group recommendations and featured a panel of local and international couplings experts discussing current issues around maintenance and selection of couplings. This session was ideal for those who are responsible for equipment specification, maintenance and operations.” - Rob Perkins, Executive Director, ARTSA

HYDRAULIC SYSTEMS AND MAINTENANCE

Hydraulic systems are usually simple and can be diagnosed easily by understanding the circuit and function. This should be done before random disassembly of components. If the system stops working for some reason, look for a failure, rather than adjusting relief valves.

Treat hydraulic systems with caution when they are operating. Raised bodies should have two methods of support before mechanics work under them.

Operators should use recommended hydraulic oils only, and conduct regular inspections of hoses and fittings for leaks or damage to prevent failures and oil spills in service. Hydraulic connectors with flat face and drybreak operation are recommended.

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Operators should also be aware of potential injuries caused by high pressure oil leaks penetrating the skin. – Colin White, ARTSA

TYRES AND WHEEL OFFS

Speakers covered the many aspects of wheel maintenance including cleaning of wheel mounting surfaces, lubricating studs and nuts on hub piloted wheels, proper wheel nut tightening sequences and use of the correct torque, and where to find that value. If a one wheel stud fails, the two adjacent ones must also be replaced. Stud replacement should be in wheel maintenance programs. Wheel failure modes were discussed and the requirement to scrap wheels if they have been exposed to excessive heat or damaged.

Tyre wear patterns were explained and the effect on wear of over-inflation. Over inflation reduces the tyre contact area which accelerates wear. It was pointed out that the majority of heavy truck tyres are now over-inflated. This has been shown to increase stopping distances of empty trucks by up to 10%.

New extra wide low profile tyres are being promoted for drive and trailer tyres, to replace conventional dual tyres, offering significant rolling resistance and weight reductions. Significant regulatory hurdles to these sizes of tyres still exist however. – Colin White, ARTSA

FEELING TIRED? – HOW TO GET OVER IT

“There are positive ways to use technology and research as tools to manage fatigue” – Chris Blanchard, Blanchard Transport.

The session emphasised the complexity of measuring tiredness and also other issues that can often be associated with this such as distraction and the employee’s state of mind. The issue is often simplified as tiredness when the emotional state of a person is the prime issue. The audience engaged in some detailed discussions around their own experiences managing a workforce which had both demanding jobs but also live in the real world where both work and home pressures can play a significant part in the person’s fitness for duty.

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Another issue was one of the links between remuneration and safe work practices. The presentation from Monash University Accident Research Centre disputed that this link was real and the attempt in recent times to say safety was compromised by pay was an over simplification of what is a more complex issue.