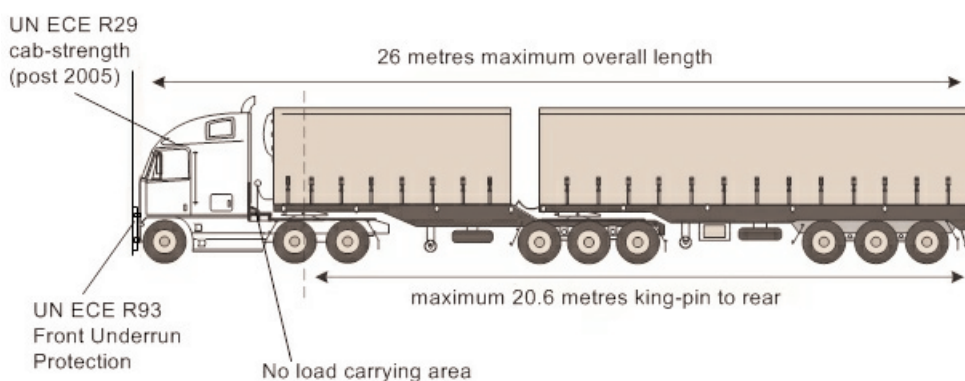


COMPLIANCE REQUIREMENTS FOR 26 METRE B-DOUBLES

Australia's states and territories are implementing draft legislation for B-doubles to exceed the present overall length of 25 metres provided the:

- distance between the point of articulation at the front of the leading semi trailer and the rear of the combination is not over 20.6 metres; and
- the prime mover is fitted with a UN ECE Regulation No. 93 compliant front underrun protective device (FUPD); and
- the prime-mover's cab complies with UN ECE Regulation No. 29 if it has a date of manufacture after 2005; and
- the prime mover does not have a load carrying area; and
- the combination is not over 26 metres long.



The National Transport Commission (NTC) has drawn up administrative guidelines (www.ntc.gov.au) for cab strength and FUPD approval plating based on certification by a 'competent entity' appointed by road agencies.

UN ECE Regulations No. 93 and No. 29 may be downloaded from the UNECE website:

<http://www.unece.org/trans/main/wp29/wp29regs.html>

This fact sheet outlines the courses of action available for truck owners to comply with the new vehicle standards.

WHO CAN CERTIFY MODIFICATIONS?

Approval plating for UNECE R93 FUPD and UNECE R29 cab crashworthiness must be carried out by a 'competent entity'. Road agencies will manage lists of endorsed competent entities for this work.

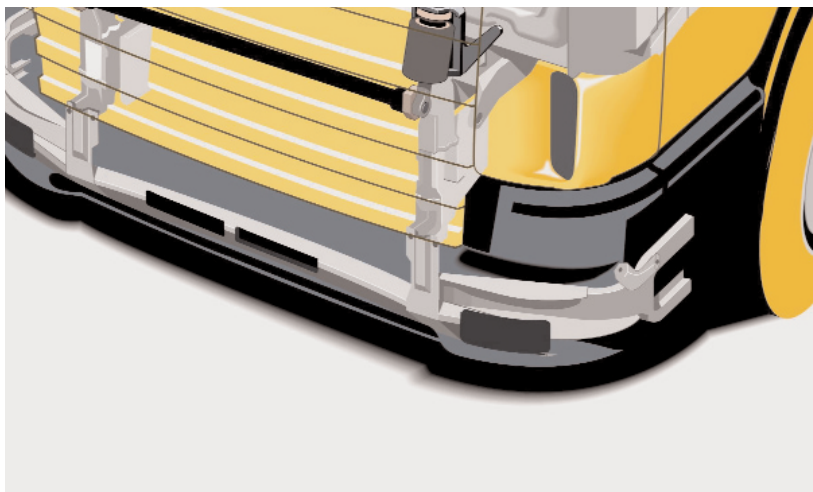
You will need to use a competent entity listed in the state of vehicle registration, unless the approval is carried out by a truck or FUPD bullbar manufacturer.

Engineering signatories for vehicle modifications, truck manufacturers and bullbar suppliers can apply to a road agency, using existing processes, for endorsement as a competent entity.

CAB STRENGTH STANDARDS

UN ECE 29 regulations for cab crashworthiness include frontal, rearward (optional) and roof strength tests to protect vehicle occupants. Check with your truck manufacturer or distributor to ensure prime-mover cabs manufactured from 1 January 2006 are fitted with an approval plate issued by a competent entity if intended for 26 metre B-double applications.





UN ECE R93 requires type approval tests to be carried out on a truck or rigid test bench equivalent to the fitment of a FUPD on the vehicle

THE FACTS ABOUT FUPS

A FUPD which complies with UNECE R93 is designed to ensure safety features of passenger cars (e.g. air bags and crumple zones) are deployed during a front-on collision and prevent underrunning. FUPD is expected to reduce fatalities and the severity of injuries.

A FUPD can be a separate bullbar or device integrated into the vehicle design. Fitting a FUPD can add up to 100kg on the steer axle, which may require the king pin lead to be reduced.

CERTIFYING/RETROFITTING INTEGRAL FUPD

UNECE R93 compliant FUPDs integrated into the vehicle design have been fitted to (or are available for) many trucks sold in Australia. If the manufacturer can provide documented proof of compliance (ie: an E-Mark), a competent entity can approve the installation of an integral FUPD (if not already fitted) and fix an Australian approval plate to the vehicle.

Check a permanent approval plate is fixed to the vehicle, which includes the Vehicle Identification (VIN) number and the competent entity's appointment number, for ease of roadside enforcement.

RETROFITTING A FUP BULLBAR

Some truck and bullbar manufacturers have developed and tested aftermarket FUP bullbars to UNECE R93 for Australian truck models. If the supplier provides evidence that the tests meet UNECE R93 requirements (detailed in Annex 5), a competent entity can approve retrofit of the FUP bar to the vehicle, with an approval plate fixed to the device.

Check a permanent approval plate is fixed to the FUP bullbar, which includes the Vehicle Identification (VIN) number and the competent entity's appointment number.

BULLBARS & INTEGRAL FUPDs

FUP compliant bullbars can be retrofitted and approved (below left) to a prime-mover with an integrated FUPD.

Other bullbar types must be compatible with the integral FUPD to ensure the vehicle continues to comply with the UNECE R93 regulation. In this case, both the vehicle and bullbar require compliance approval and plating by a competent entity.

MODIFYING AN EXISTING BULLBAR

If a modification to an existing bullbar has been tested and approved to UNECE R93, a competent entity can endorse the rectification work and attach an approval plate. Check with your bullbar manufacturer/supplier. If a modification has not been tested and approved, you will need to retrofit an approved FUPD.

CONTACT DETAILS

Contact your State or Territory road agency for information on becoming an authorised entity.

Local arrangements for 26 metre B-Double approval will be communicated by jurisdictions through transport associations and the usual communication channels. NTC will also disseminate information about local arrangements to the industry.

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