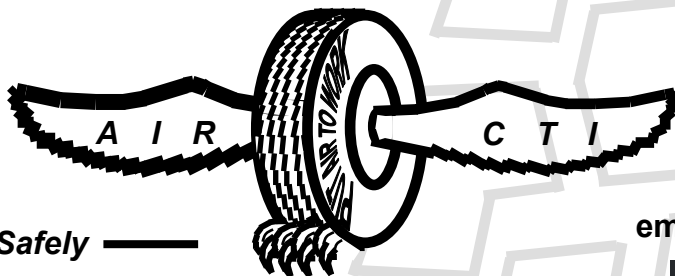


AIR CTI  
120 Walhalla Rd.  
Moe, Vic. 3825,  
Australia

— Tread Softly Safely —



ph; (03) 5127 6128  
Sales 0437 517 423  
tech; 0427 110203  
fax; (03) 5127 5339  
email; chetcline@hotmail.com

## Submission re Vehicle Standards and Safety, July 2019,

I get a bit frustrated writing submissions, and pointing out failures or poor quality work practices, vehicle standards, and road standards.

## Context

The primary purpose of the HVNL is to ensure a **safe and efficient heavy vehicle journey**. This is made of a safe driver, a safe vehicle and a suitable route.

This report starts out stating the intention of 'ensur(ing) a safe and efficient heavy vehicle journey'. It talks long and hard about trucks and truck safety, yet ignores the numbers and statistics. It ignores the cause of most accidents, while berating the transport industry. This is costly in lives, in dollars, and hurts the very industry that carries our country.

First, the numbers. Around 80% of all fatal accidents that involve trucks were caused by the car driver, or the Vulnerable Road User. To combat and reduce the major problem area would mean improving the skills and knowledge of those 80%. Approximately 3% of fatal truck accidents where the truck is the cause, are caused by a mechanical failure.

Therefore, we spend an enormous amount on fixing a problem that is responsible for 0.6% of the problem at hand. Don't get me wrong, I don't want unsafe trucks on the road, but, if we are serious about reducing deaths and suffering on our roads, lets fix the big problems too.

Our roads are our work place. Divided highways are at least twice as safe. I've seen studies that claim up to 6 times as safe. Divided highways reduce driver frustration and fatigue. Divided highways reduce transport costs making our country more productive and competitive. Divided highways should be between every major city: Adelaide to Melbourne, Adelaide to Sydney, Melbourne to Sydney, and Sydney to Brisbane should be divided highways. That is under 4,000 kms, yet, we only have one connecting divided road. How many lives would this save? How much suffering? America built divided highways 60 years ago! We are number 41 in world road rankings! Is our government serious? Johnny Howard got in trouble because he only spent 1.6% of our fuel tax on roads???? What is wrong with our government?

Lets look at our trucks. We are inundated with fancy, expensive electronic safety systems, with continued threats of self driving trucks. The costs for maintenance on modern trucks has increased 30% in the last ten years, and most of that is electronic problems. At the same time, we ignore the basics. A well set up truck and trailer system can stop quickly, but, there is no requirements on replacement brake shoe/pad friction levels. Good tyres are a must, yet we let in tyres that have no impartial testing. And we totally ignore tyre pressures and tyre manufacturer recommendations. Tyre pressures control the size of the tyre footprint or contact patch, the tyre lateral stiffness, the handling, stopping, and life span.

Let me get specific about the last point, because this is my business. I have written a 120 page White Paper on this subject. I've also written an Impact Statement on the huge benefits to our



### Abstract

In May 2018, the Transport and Infrastructure Council directed the National Transport Commission (NTC) to review the Heavy Vehicle National Law (HVNL). This is one of eight issues papers that seek your feedback on the HVNL as it is, and opportunities to improve it.

### Submission details

The NTC will accept submissions until Friday 30 August 2019 online at [www.ntc.gov.au](http://www.ntc.gov.au) or by mail to:

National Transport Commission  
Public submission – Vehicle standards and safety  
Level 3, 600 Bourke Street  
Melbourne VIC 3000

### Attribution

This work should be attributed as follows:

Source: National Transport Commission 2019, *Vehicle standards and safety*, Issues paper, NTC, Melbourne.

If you have adapted, modified or transformed this work in any way, please use the following:

Source: Based on National Transport Commission 2019, *Vehicle standards and safety*, Issues paper, NTC, Melbourne.

### Key words

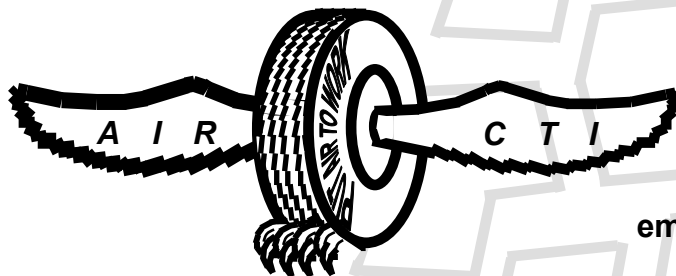
Heavy Vehicle National Law Review, HVNL, heavy vehicles, safe vehicles, safety, standards

### Contact

National Transport Commission  
Level 3/600 Bourke Street  
Melbourne VIC 3000  
Ph: (03) 9236 5000  
Email: [enquiries@ntc.gov.au](mailto:enquiries@ntc.gov.au)  
[www.ntc.gov.au](http://www.ntc.gov.au)

# THE ULTIMATE TYRE PRESSURE MAINTENANCE TOOL

**AIR CTI**  
**120 Walhalla Rd.**  
**Moe, Vic. 3825,**  
**Australia**



ph; (03) 5127 6128  
Sales 0437 517 423  
tech; 0427 110203  
fax; (03) 5127 5339  
email; [chetcline@hotmail.com](mailto:chetcline@hotmail.com)

country if everyone ran the correct, optimum tyre pressures. I've spoken at the last 6 or 7 Technical and Maintenance Council Conferences. I've made numerous submissions to various government agencies, including the NHVR, the PBS tyre review, and the USA Technical and Maintenance Council on tyre pressures.

The USA Technical and Maintenance Council released a Future Truck report in December of 2018, stating that tyres should be inflated to suit the load on the tyre, that this optimum pressure for the load provides the best tyre performance.

The NHVR PBS tyre review first paper, released in February this year, recommended that the correct tyre pressure at maximum legal loads for our east coast semi's and B doubles, should be 120 psi steer, 75 psi tandem drive, and 55 psi tri axle trailers, with 11R22.5 tyres!

Michelin has stated "Inflate your tyres in relation with load per axle and tyre sizes." The Michelin rep stated at the 2017 TMC conference, "Inflate your tyres as recommended in the Load to Inflation table. This will provide the best performance, life, and safety."

Yet, our industry inflates heavy truck tyres to 100 psi, or 110 psi. In other words, our steer tyres are all under inflated, our drive tyres are 33% over inflated, and our tri axle trailer tyres are 82% over inflated, when fully laden. Tyre performance when over inflated reduces significantly. Stopping ability, trailer whip, trailer swing, jack knives, safety, and tyre life are all far worse.

ARRB did some extended PBS tyre testing for me recently. At 20% over inflated, tyre slip angles increased 25%! Imagine slip angles at 80%, or the 300% over inflation we run on empty semi's and dog trailers.

One other point. The optimum tyre pressure is road friendly, and driver friendly. Reduce damage to our bad quality roads, and reduce fatigue and health damage to our drivers by simply inflating tyres as they should be.

All of this information is readily available. Michelin and I have been explaining this for over two decades. Yet nothing has changed. With the new COR laws, everyone that reads this is now responsible for action.

Are we serious about safety, or are we just going through the motions?

Chet Cline

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