



Industry Code 26 metre B-Double Plating Requirements April 2006

Introduction

This Industry Code provides the national industry agreed approach to the Approval Plating of 26 metre long B-Doubles. The Truck Industry Council and the Commercial Vehicle Industry Association of Australia have worked with the relevant road agencies to develop this Industry Code. We believe that Approval Plates designed and fitted following this Industry Code are in accordance with the legislative requirements of each jurisdiction.

This Industry Code is not a legal instrument, operators are reminded they must obtain and comply with the relevant operating conditions as published in each jurisdiction. For convenience, a summary of the general conditions of operation for 26 metre long B-Doubles is located in the Background section of this Industry Code.

References to the **Truck Original Equipment Manufacturer (OEM)** in this Industry Code means the truck manufacturer. This does not include manufacturers of bullbars or other truck modifications.

This Industry Code becomes effective for prime movers and protrusion components plated and sold from and including, 1 April 2006.

Further Information/Contacts

VicRoads:
www.vicroads.vic.gov.au

NSW Roads & Traffic Authority:
www.rta.nsw.gov.au

Queensland Transport:
www.transport.qld.gov.au

South Australian Department for Transport, Energy and Infrastructure:
www.transport.sa.gov.au

Department for Planning and Infrastructure West Australia
www.dpi.wa.gov.au

Department of Planning and Infrastructure Northern Territory
www.ipe.nt.gov.au

Department of Urban Services ACT
www.transport.act.gov.au

CVIAA
cviaa@cviaq.asn.au

TIC
admin@truck-industry-council.org

Information regarding the United Nations Economic Commission for European Standards can be found at:

www.unce.org/trans/main/wp29/wp29regs.html
— Cab Strength

www.unce.org/trans/main/wp93/wp93regs.html
— Front Underrun Protection

The Truck Industry Council and the Commercial Vehicle Industry Association of Australia acknowledges the contribution by VicRoads in allowing sections of VicRoads Information Bulletin — “26 Metre B-doubles — November 2005” to be used.

Approval Plates

Summary of accepted Approval Plate Combinations

Combination	Required Approval Plates
non FUPS Prime mover manufactured pre 2006 with FUPD fitted	<p>Fig. 4</p>
FUPS prime mover manufactured pre 2006 fitted with a protrusion	<p>Fig. 3</p> <p>Fig. 2</p>
Cabin Strength and FUPS Prime mover	<p>Fig. 1</p> <p>Fig. 2</p>
Cabin Strength and non FUPS Primemover with FUPD fitted	<p>Fig. 1</p> <p>Fig. 4</p>
Cabin Strength and FUPS truck fitted with a protrusion	<p>Fig. 1</p> <p>Fig. 2</p> <p>Fig. 3</p>

Cab Strength

Truck Original Equipment Manufacturers (OEMs) must fit a conforming Approval Plate containing the following information —

1. The truck manufacturer's name;
2. The truck manufacturer's Competent Entity number, which will be the Department of Transport and Regional Services (DOTARS) Road Vehicle Certification System (RVCS) licensee number and;
3. The statement, "This vehicle was manufactured to conform with the cab strength requirements of the UN/ ECE Regulation No. 29" (Fig 1).

The Approval Plate should be of similar dimensions as the DOTARS Compliance Plate Approval (CPA) plate/ label, i.e. approximately 100 x 50 mm.

The Approval Plate must show evidence of any attempt to remove it.

The Approval Plate should be located on the prime mover cabin and in the proximity of the prime mover CPA plate/ label.



Example of a complying 26 metre B-Double — Cab Strength, Front Underrun Protection, compatible bullbar & 20.6 m trailer set.

Front Underrun Protection (FUP)

a) Truck Original Equipment Manufacturer (OEM):

Truck Original Equipment Manufacturers (OEMs) that have fitted a Front Underrun Protection System (FUPS) must fit an Approval Plate containing the following information —

1. The truck manufacturer's name;
2. The truck manufacturer's Competent Entity number, which will be the Department of Transport and Regional Services (DOTARS) Road Vehicle Certification System (RVCS) licensee number and;
3. The statement, "This vehicle was manufactured to conform with the Front Underrun Protection requirements of the UN/ECE Regulation No. 93" (Fig 2).

The Approval Plate should be of similar dimensions as the DOTARS Compliance Plate Approval (CPA) plate/label, i.e. approximately 100 x 50 mm.

The Approval Plate must show evidence of any attempt to remove it.

The Approval Plate should be located on the Prime mover cabin and in the proximity of the prime mover CPA plate/label.

b) Protrusion Component Manufacturer



Example of a bullbar that does not interfere with the performance of the FUPS

Protrusions fitted to a FUPS prime mover may affect the FUPS compliance of that prime mover.

Any protrusion fitted to a FUPS prime mover must be inspected by a Competent Entity to ensure that it does not interfere with, or compromise the performance of the prime mover's front underrun protection system.

The Competent Entity must fit an additional Approval Plate to the protrusion certifying that it does not impact the prime mover's FUPS compliance. If the protrusion does impact the prime mover's FUPS, the original Approval Plate must be removed.

The manufacturer of a prime mover protrusion component, which may be either a Front Underrun Protection (FUP) compatible component or a Front Underrun Protective Device (FUPD), that has been certified by a Competent Entity as compliant with UNECE R 93 on a particular prime mover type, must fit an Approval Plate to the component that must contain the following information

1. The component or device manufacturer's name,
2. The make and model of prime mover or prime movers the component or device has been designed and certified to fit,
3. The authorisation number of the Competent Entity that has certified the component's compliance with UN ECE R93
4. The approval number (which is the auditable record of the testing and approval of the device) assigned to the protrusion component by the Competent Entity and,
5. The statements, "UN/ECE R 93 FUP compatible" and "UN/ECE R 93 FUPD". Each statement must have a field next to it that will be marked with either "YES" or "XXX" to signify which statement is applicable (Fig 3 or Fig 4).

The Approval Plate should be of similar dimensions as the DOTARS Compliance Plate Approval (CPA) plate/label, i.e. approximately 100 x 50 mm and made of metal. The information on the plate can be printed, embossed, indented, etched or engraved.

The Approval Plate must show evidence of any attempt to remove it.

The Approval Plate must be fitted to the protrusion component in a relatively conspicuous and protected location which is easily identified by enforcement staff, typically on a rear face of the component.

Background

Operators now have the choice between operating a 25 metre long or a 26 metre long B-Double combination. In addition to the current 25 metre long B-Double operating conditions, operators who choose to operate a 26 metre long B-Double can do so, provided they comply with a new set of operating conditions.

Benefits

The introduction of 26 metre B-Doubles will provide the transport industry with greater flexibility of equipment utilisation. Prime movers as part of a 26 metre B-Double are required to comply with the requirements for front underrun protection, as outlined in the relevant European Regulation. In addition, prime movers manufactured after

31 December 2005 must have cabins that conform to the European requirements for occupant protection.



Examples of trucks that conform with UN ECE R29 Cab Strength

Conditions for Operating 26 metre B-Doubles

The existing 25 metre B-Double operating conditions will apply to 26 metre B-Doubles (refer to State/Territory Road Authorities). In addition, a 26 metre B-Double combination must meet the following criteria:

1. The distance between the point of articulation (kingpin) of the leading semi-trailer and the rear most part of the rear trailer must be no more than 20.6 metres;
2. The prime mover of the combination must be fitted with front underrun protection that conforms to the technical requirements of Regulation No. 93 of the United Nations Economic Commission for Europe (UN ECE);
3. Prime movers with a date of manufacture after 31 December 2005, must be fitted with a cabin that conforms to the technical requirements for the protection of the occupants of Regulation No. 29 of the UN ECE;
4. The prime mover must not have a payload carrying area; and
5. The combination must not exceed 26 metres in length.



Conforming 26 metre B-Double Prime Movers — Front Underrun Protection System & Cabin Strength.



Truck collision Testing of Front Underrun Protection

Front Underrun Protection

Under UN ECE Regulation No. 93, the design of Front Underrun Protection (FUP) offers increased protection against underrunning of smaller vehicles in the event of a collision. UN ECE Regulation No. 93 requires that the front underrun protection must withstand defined forces, have a smooth front and have a maximum ground clearance of 400 mm.

Front underrun protection can either be:

- Integrated into the prime mover (FUPS — Front Underrun Protection System)
- Integrated into the prime mover with a compatible bullbar attached; or
- A specially designed bullbar (FUPD — Front Underrun Protective Device).

Improved cab strength and the fitting of a front underrun protective device may add mass onto the steer axle, which may require the prime mover turntable and/or trailer king pin lead positions to be reviewed.

Stronger, Safer Cabs

The cabin strength requirement is intended to provide a safer environment for the occupants. A prime mover manufactured after 31 December 2005 must be fitted with a cabin that complies with UN ECE Regulation No. 29.



Complying truck