Vehicle Standard (Australian Design Rule 64/00 – Heavy Goods Vehicles Designed for Use in Road Trains and B-Doubles) 2006

I, JAMES ERIC LLOYD, Minister for Local Government, Territories and Roads, determine this vehicle standard under subsection 7 (1) of the *Motor Vehicle Standards Act 1989*.

Dated 5 July 2006

[Signed]

James Eric Lloyd

Minister for Local Government, Territories and Roads

CONTENTS

A. LEGISLATIVE PROVISIONS

A.1. NAME OF STANDARD

A.1.1. This Standard is the Vehicle Standard (Australian Design Rule 64/00 – Heavy Goods Vehicles Designed for Use in Road Trains and B-Doubles) 2006.

A.1.2. This Standard may also be cited as Australian Design Rule 64/00 — Heavy Goods Vehicles Designed for Use in Road Trains and B-Doubles.

A.2. COMMENCEMENT

A.2.1. This Standard commences on the day after it is registered.

A.3. REPEAL

A.3.1. This Standard repeals each vehicle standard with the name Australian Design Rule 64/00 — Heavy Goods Vehicles Designed for Use in Road Trains and B-Doubles that is:

(a) made under section 7 of the Motor Vehicle Standards Act 1989; and

(b) in force at the commencement of this Standard.

A.3.2. This Standard also repeals each instrument made under section 7 of the Motor Vehicle Standards Act 1989 that creates a vehicle standard with the name Australian Design Rule 64/00 — Heavy Goods Vehicles Designed for Use in Road Trains and B-Doubles, if there are no other vehicle standards created by that instrument, or amendments to vehicle standards made by that instrument, that are still in force at the commencement of this Standard.

B. FUNCTION

The function of this national standard is to specify additional design and construction requirements for hauling vehicles designed to be used in *'Road Tra**i**ns*' and *'B-Doubles'*.

C. APPLICABILITY AND IMPLEMENTATION

C.1. Applicability Summary

C.1.1. This national standard applies to the design and construction of vehicles as set out in the table below.

C.1.2. This national standard covers additional design and construction requirements for hauling vehicles designed to be used in *'Road Train'* and *'B-Double'* combination and does not exclude compliance with any other applicable national standards.

C.2. Applicability Table

Vehicle Category	ADR Category Code *	UNECE Category Code *	Manufactured on or After	Acceptable Prior Rules
Moped 2 wheels	LA	L1	Not Applicable	
Moped 3 wheels	LB	L2	Not Applicable	
Motor cycle	LC	L3	Not Applicable	
Motor cycle and sidecar	LD	L4	Not Applicable	
Motor tricycle	LE	L5	Not Applicable	
Passenger car	MA	M1	Not Applicable	
Forward-control passenger vehicle	MB	M1	Not Applicable	
Off-road passenger vehicle	MC	M1	Not Applicable	
Light omnibus	MD	M2	Not Applicable	
Heavy omnibus	ME	M3	Not Applicable	
Light goods vehicle	NA	N1	Not Applicable	
Medium goods vehicle	NB	N2	Not Applicable	
Heavy goods vehicle	NC	N3	1 July 1991	Nil
Very light trailer	TA	O1	Not Applicable	
Light trailer	TB	O2	Not Applicable	
Medium trailer	TC	O3	Not Applicable	
Heavy trailer	TD	O4	Not Applicable	

64.1. DEFINITIONS

64.1.1. Refer to Vehicle Standard (Australian Design Rule Definitions and Vehicle Categories) 2005.

64.2. NOT USED

64.3. NOT USED

64.4. ELECTRICAL REQUIREMENTS

Vehicles designed for use in a '*Road Train*' must meet the following requirements:

64.4.1. be fitted with a lighting supply system having a minimum capacity available for connection to trailers of 30 amps at 12 V or 15 amps at 24 V in addition to normal vehicle electrical requirements;

64.4.2. be fitted with a single connector for trailer lighting and signalling systems;

64.4.3. be fitted with resettable circuit breakers for all lighting and signalling equipment circuits; and

* The category code may also be in the format L_1, L_A etc.

64.4.4. be equipped with a generator having a minimum rated power output capacity of 100 amps for nominal 12V electrical systems or 50 amps for 24 V systems.

64.5. BRAKING SYSTEM

64.5.1. Energy Generating Device Vehicles designed for use in a *'Road Train'* fitted with an energy generating device producing energy at positive pressure must have a minimum air delivery of 5.9 L/s at 690 kPa head pressure for preferential use by the braking system when the engine is operating at the nominated maximum rated engine speed.

64.5.2. 'Antilock System'

Vehicles designed for use in a *'B-Double'* must have an *'Antilock System'* fitted to all *'Axle Groups'*.

64.5.2.1. At speeds exceeding 15 km/h, the wheels on at least one '*Axle*' in each '*Axle Group*' must remain unlocked when the full force is suddenly applied on the control device when braking from an initial speed of 40 km/h and from an initial speed of at least 80 km/h on a road surface having approximately uniform surface friction on both sides of the vehicle. This test is to be performed with the vehicle laden to both *'Lightly Loaded Test Mass 35/00*' and '*Maximum Loaded Test Mass 35/00'* and using the general test conditions from ADR 35/... .

Brief periods of locking of the wheels will, however, be allowed, but stability must not be affected.