

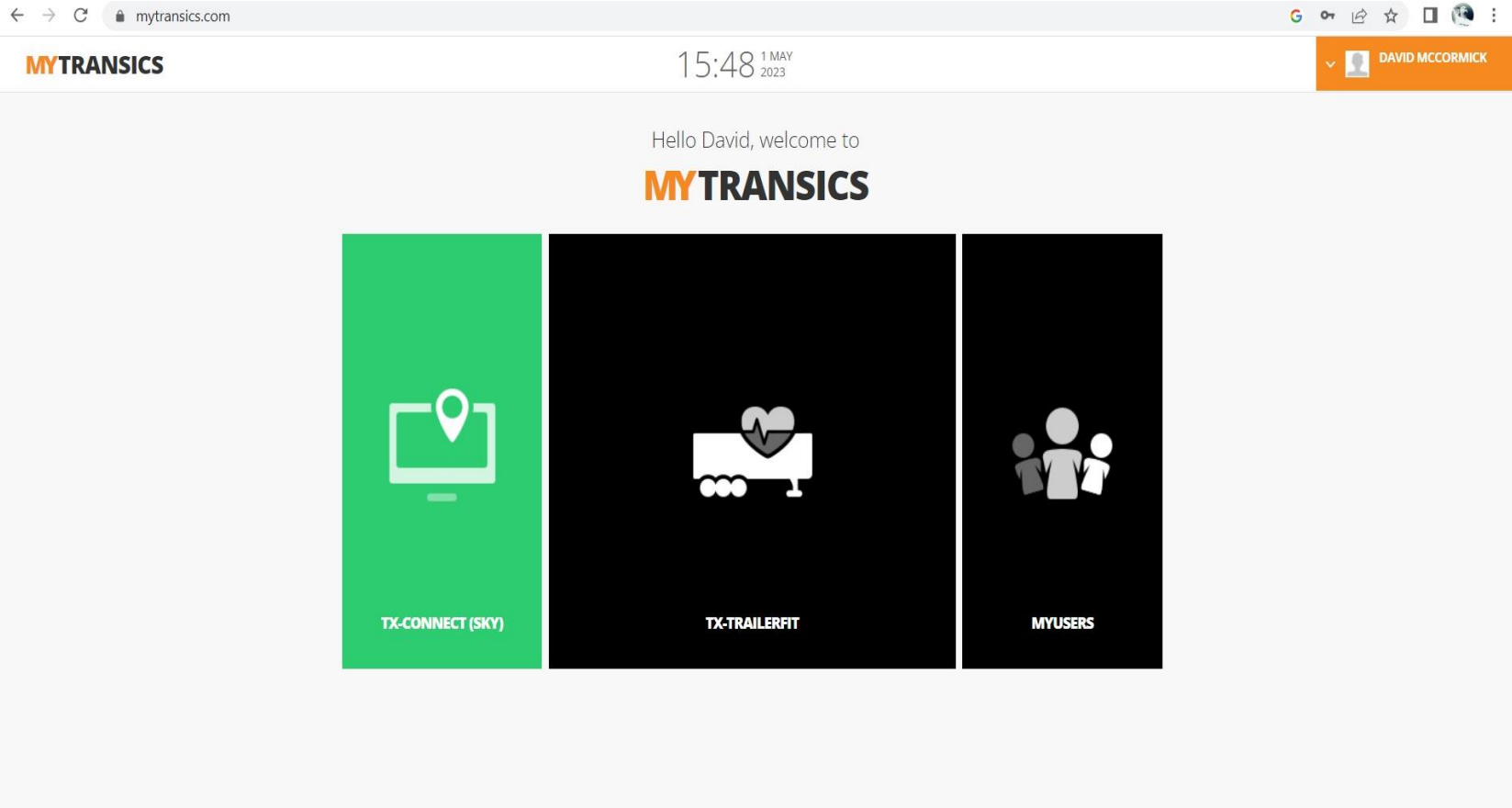
How technology can tell you more about your operation.



Glenn Hambleton

General Manager | Sales & Operations

Glenn.hambleton@airbrake.com.au | airbrake.com.au | 0488 228 665



The Current State of Play

NSW EPA AS2809 ADR38/05

- **NSW EPA Compliance focus - Tank trailer roll stability determination**

In 2014, in response to two fatal tank vehicle rollovers, the EPA mandated that from 1 January 2019 all heavy vehicle tank trailers operating in NSW were to be fitted with an operating roll stability system (also known as electronic stability control). Compliance with the tank trailer roll stability determinations assists to mitigate the risk of tank vehicle rollovers.

- We will investigate compliance with the roll stability requirement, including:
 - the fitting of roll stability systems in tank vehicles.
 - the operation of roll stability systems in tank vehicles (all systems must be operating in a correct manner).
- **AS2809 5.3.1.2**
- **AS2809 says it must have an OPERATING vehicle stability system that meets the requirements of the current edition of ADR38/05. Currently SLP only requires evidence of a EBS label affixed to the tanker**
- **ADR38/05 states Trailer EBS systems with stability control must be operational and powered by towing unit/s**

Current regulations NHVIM for Trailer EBS Systems

- [NHVIM V3.0-page 15 section 2.1](#)
- Reason for rejection
- Advanced Braking Systems This section covers vehicles which have advanced braking systems such as anti-lock braking systems (ABS), electronic braking systems (EBS), electronic stability control (ESC), etc. Reasons for rejection
 - a. An advanced braking system warning lamp: – is missing – does not illuminate as required when ignition is switched to the on position – indicates a fault with a system
 - b. An advanced braking system component (wheel speed sensor, etc) is missing, damaged or substituted (e.g. manual slack adjuster in lieu of auto slack adjuster) to an extent where it does not perform its intended function.
 - c. Advanced braking system wiring or connectors are corroded, damaged, not insulated or are not securely fastened.
 - d. Electrical wiring is located where it can: – become exposed to excessive heat – come into contact with moving part
 - e. An advanced braking system component or system has been modified outside of manufacturer's specifications.
 - f. A truck fitted with an advanced braking system is not fitted with a compliant ABS/EBS connector to attach an ABS/EBS equipped trailer.
- ***All of the above can only be done if the EBS is operational***

➤ Do you know where your trailers are each day each week or month- are they being productive –are they being serviced as per schedule?

➤ Do you know if your EBS equipped trailers are plugged into the towing unit/s and compliant to all current regulations and mandates?

➤ Do you know if your EBS systems have any active faults as only one active fault turns of the stability control function and you are then non compliant?

➤ Do You know how many near roll over events your trailers has had and where when and why so you can put new measures in place ?

➤ Do you know how hard or well your drivers are working your trailers as an overall comparison to the rest of the fleet ?






Wabco ZF **TX-TRAILERPULSE**

TrailerPulse is integrated with WABCO EBS equipped trailers and provides detailed insights into the technical, operational performance and health state of your trailer fleet”



Are your Trailers fit to be on the road ?

Hello David, welcome to **MYTRANSICS**

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