



Guidelines

ADR 65 Compliance for the Heavy Vehicle Industry
Maximum Road Speed Limiting for Heavy Goods Vehicles and Heavy Omnibuses

The Commercial Vehicle Industry Association of Qld

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Compliance Guidelines for the Heavy Vehicle Industry

ADR 65/00 Maximum Road Speed Limiting for Heavy Goods Vehicles and Heavy Omnibuses

This document is published by The Commercial Vehicle Industry Association of Queensland and is intended to:

- provide guidance on workshop procedures involving ADR 65/00 compliance requirements for maximum road speed limiting
- provide guidelines on the service providers obligations regarding vehicle compliance in repair and service facilities
- provide sample material to assist in meeting obligations resulting from maintaining ADR 65/00 compliance.

*“Australian Design Rules for Road Vehicles as at Determination 1-3 of 2002 and Determination 1-4 of 2003.”
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Since its formation in 1968, the Commercial Vehicle Industry Association of Queensland (CVIAQ) has been committed to improving road safety. In this time the CVIAQ has been instrumental in the introduction and maintenance of Australian Design Rules, Codes of Practice, Australian Standards and many other measures which contribute to the safety of the heavy vehicle fleet.

As part of the CVIAQ's activities through its Service Managers' Sub-Committee a need was identified to address the increasing non compliance of heavy vehicles with the Australian Design Rule (ADR) 65/00 "*Maximum Road Speed Limiting for Heavy Goods Vehicles and Heavy Omnibuses*" introduced in July 1990.

As a result the CVIAQ has researched and produced the enclosed guidelines to assist industry engaged in the service and repair of heavy vehicles to meet their legal obligations and duty of care to their clients, road authorities and the community.

In addition to providing guidance in respect of technical and administrative procedures the guidelines also contain the ADR, sample documents including *Company Policy*, *Defect Advice*, *Authority to Repair* and *Owner Statement of Compliance*. These sample documents together with the procedures outlined in the guidelines provide industry with a means to address speeding heavy vehicles which do not comply with the law in respect of its road speed limiting.

The CVIAQ commend these guidelines to all sectors of industry to improve the overall safety of the heavy vehicle fleet and its responsibility as road users.

Guidelines ADR 65/00 Compliance for the Heavy Vehicle Industry — Maximum Road Speed Limiting for Heavy Goods Vehicles and Heavy Omnibuses is proudly provided by the CVIAQ free of charge as a service to industry and the community.

Brett Wright
Chief Executive Officer - CVIAQ



DISCLAIMER

These guidelines have been prepared by the CVIAQ based on legislation, information and advice received from third parties. While the CVIAQ has attempted to ensure the accuracy of the information contained in these guidelines, no warranty is given, or other responsibility taken (in contract, tort, or negligence), for any loss or damage resulting from any error, omission, inaccuracy, mis-interpretation or mis-statement in these guidelines.

This guideline is published as general information only. It is not intended to constitute detailed advice. You should seek detailed, specialist advice regarding any specific issues that you have.

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PART A

1 INTRODUCTION

1.1 Production

This document has been produced by the Commercial Vehicle Industry Association of Queensland and is endorsed by the Commercial Vehicle Industry Association of Australia and its member bodies in the individual States:

The Commercial Vehicle Industry Association of Queensland
The Commercial Vehicle Industry Association of New South Wales
The Commercial Vehicle Industry Association of Victoria
The Commercial Vehicle Industry Association of South Australia
The Commercial Vehicle Industry Association of Western Australia

1.2 Date

This document was produced in January 2004

1.3 Purpose

To assist service providers engaged in the repair and maintenance of vehicles fitted with maximum road speed limiting equipment requiring compliance with ADR 65/00, to carry out those activities whilst meeting their legal obligations and duty of care to their clients, authorities and community.

2 BACKGROUND

2.1 Federal/State/Territory

It is an offence to alter a vehicle's specification in relation to its compliance approval under the *Motor Vehicle Standards Act 1989*. ADR 65/00 states that *"For a hauling vehicle designed for use in a 'Road Train' the maximum road speed capability shall be no greater than that determined by the appropriate State or Territory authority."*

ADR 65/00 further states that *"For other 'Heavy Goods Vehicles' and 'Heavy Omnibuses' the maximum road speed capability shall be no greater than 100 km/h"*.

2.2 Future Developments

This guideline is endorsed by the CVIAA and is expected to be updated as required by future developments.

2.3 Acknowledgements

The assistance of the Service Managers' Sub-Committee of the Commercial Vehicle Industry Association of Queensland was invaluable in the preparation of this document.

3 INTENT

3.1 Administrators

The intent of this document is to provide guidelines to enable service providers to meet all statutory requirements of authorities and ensure the continuance of ADR 65/00 compliance of vehicles maintained and repaired in their facilities.

3.2 Service Providers

These guidelines are intended to provide organisations that repair and service heavy vehicles with procedures to ensure that ADR 65/00 compliance is maintained and that an audit trail is available to demonstrate compliance.

4 SCOPE

4.1 Application

This material is intended for use by service providers involved with service and repair of vehicles subject to compliance with ADR 65/00.

4.2 Range of Operation

The guidelines should be used for situations involving:

- Initial installation
- Commissioning
- Repairs
- Servicing

Any other operation affecting the ADR 65/00 compliance of the vehicle.

4.3 Precedence

Every effort has been made to ensure that there is no conflict between this document, the Australian Design Rules, State and Federal Legislation. The Australian Design Rules, State and Federal Legislation take precedence over this document in all cases.

PART B

5 OPERATIONAL GUIDELINES

5.1 Staff

All staff employed in situations where they are in contact with vehicle owners and/or vehicle operators or who are involved in the actual repair or service of vehicles must:

- undergo a staff induction where they are advised of this Guideline and receive and sign for a copy of the company policy relating to ADR 65/00 compliance (*Appendix A*)
- document all procedures undertaken as per the policy and ensure the documentation is handed on for processing and filing.

5.2 Management Responsibility

Management will assume responsibility for the following items:

- training of staff to ensure adequate knowledge of speed limiting technology as applied to the products in the workplace
- training of staff in areas relating to tampering with vehicles rendering them non compliant with ADR 65/00
- provision of equipment and/or software to adjust and lock speed limiting equipment settings
- implementation of systems and procedures to ensure that the policy conditions are strictly adhered to.

5.3 Document Retention

All documents relating in any way to work covered in these guidelines must be retained for a period of at least seven years. This includes but is not limited to:

- Repair Orders
- ADR 65/00 *Defect Advice (Appendix B)*
- ADR 65/00 *Authority to Repair (Appendix C)*.

5.4 Ownership of Onboard Data

Both Police and Transport Department Officers have the power to seize data from onboard systems during the course of an investigation. Service personnel may assist with this process if directed to do so by these Officers.

While there is no obligation to assist with the collection of data, personnel must not obstruct an Officer authorised to seize data from a vehicle from obtaining that data.

6 TECHNICAL GUIDELINES

6.1 Technical Procedures

On detection of a non compliant vehicle, staff will take the following steps:

- tag the vehicle with a defect tag to prevent operation on the road by staff
- locate the cause of the non compliance
- make comprehensive notes about findings on the Company Repair Order and advise Service Manager
- advise vehicle owner and the operator by completing and presenting the included *Defect Advice (Appendix B)* to the operator and the owner if present, or by fax if the owner is not present, and request authority to rectify the problem
- if authorisation is not granted, advise the Service Manager and note details on the Repair Order and the *Defect Advice (Appendix B)*
- if authorisation is granted, proceed with repairs and ensure that all appropriate seals are in place and settings locked before finalising job.

6.2 Technical Standards

Staff will set all maximum road speed limiting equipment to the requirements outlined in:

ADR 65/00 — Maximum Road Speed Limiting for Heavy Goods Vehicles and Heavy Omnibuses.

Please refer to the full copy of ADR 65/00 (*Appendix E*) for complete test procedures.

7 VEHICLE OWNER/OPERATOR

7.1 Authority to Repair

The use of the *Authority to Repair (Appendix C)* is encouraged when regular fleet maintenance is performed. The authority should be copied onto the fleet owner's letterhead, signed, and then sent to the service facility to be held on file.

7.2 Owner/Operator Requests

Staff approached to perform modifications contrary to the *Company Policy* on ADR 65/00 compliance will immediately refuse to carry out this work. Requests of this nature should be documented and reported to the Service Manager.

7.3 Requests for History and Setting Information

All requests for downloaded information from vehicle information storage systems must be directed to the Service Manager. At no time will any employee other than the Service Manager divulge information retrieved from any vehicle (unless under the direction of the Service Manager).

7.4 Owner Statement of Compliance

It is a potential offence if personnel operate an ADR 65/00 non compliant vehicle on the road. It is important that service personnel be protected if required to road test a vehicle prior to determining whether or not the vehicle is compliant with ADR 65/00.

The appropriate protection can be achieved by amending the Company Repair Order by the addition of the *Owner Statement of Compliance (Appendix D)* and obtaining a signature by or on behalf of the owner.

Appendix A

SAMPLE COMPANY POLICY

ADR 65/00 — Maximum Road Speed Limiting for Heavy Goods Vehicles and Heavy Omnibuses

This document is produced by The Commercial Vehicle Industry Association of Queensland to assist service providers in instructing staff on how to action incorrectly set, damaged or modified maximum road speed limiting equipment on heavy vehicles.

Sample Policy:

It is an offence to alter a vehicle's specification in relation to its compliance approval under the *Motor Vehicle Standards Act 1989*. ADR 65/00 states that “*For a hauling vehicle designed for use in a ‘Road Train’ the maximum road speed capability shall be no greater than that determined by the appropriate State or Territory authority.*” The current speed setting for Queensland is 90 km/h. You should ascertain the correct maximum road speed capability for your location and check that it is current, as this is reviewed from time to time.

ADR 65/00 further states that “*For other ‘Heavy Goods Vehicles’ and ‘Heavy Omnibuses’ the maximum road speed capability shall be no greater than 100 km/h.*”

On detection of a non compliant vehicle, staff will take the following steps:

- tag the vehicle with a defect tag to prevent staff from driving the vehicle on a road and potentially committing an offence
- locate the cause of the non compliance
- make comprehensive notes about findings on the Company Repair Order
- advise Service Manager
- advise vehicle owner and the operator by completing and presenting the included *Defect Advice* to the operator and the owner if present, or by fax if the owner is not present, and request authority to rectify the problem
- if authorisation is not granted advise the Service Manager and note the details on the Repair Order and *Defect Advice*
- if authorisation is granted proceed with repairs and ensure that all appropriate seals are in place and settings locked before finalising job.

Staff will set all speed limiting equipment to the following parameters:

ADR 65/00 — *Maximum Road Speed Limiting For Heavy Goods Vehicles and Heavy Omnibuses.*

This states: (clause 65.5.2) that “*the maximum road speed capability shall be no greater than 100 km/h.*” This is defined in the ADR as the ‘Set Speed’.

The following test criteria are part of the full procedure detailed in ADR 65/00, please refer to the full document for complete information:

Beginning at a speed 10 km/h less than the ‘Set Speed’, the vehicle shall be accelerated as much as possible without changing gear by using a fully positive action on the accelerator control. This action shall be maintained without changing gear for at least 30 seconds after the ‘set speed’ is achieved.

Within the first 10 seconds after reaching the ‘Set Speed’ the maximum road speed shall not exceed 105% of the ‘Set Speed’, and more than 10 seconds after reaching the ‘Set Speed’, the maximum vehicle road speed shall not differ from the ‘Set Speed’ by more than +/- 3.3%.

This means that you set the speed limiter to 100 km/hr ‘Set Speed’. Acceleration over-run will allow the vehicle under acceleration to achieve a speed no greater than 105 km/h (105%) for first 10 seconds before pulling the vehicle back to 100 km/h. Maximum road speed once traveling at 100 km/h, shall not be greater than 103.3 km/h (+/- 3.3%).

At no time will limiters be set to the upper limit of +3.3%, this margin is not intended to be used for anything other than a tolerance allowance for operation.

Staff approached to perform modifications on speed limiting equipment contrary to this policy will immediately refuse to carry out this work. Requests of this nature should be reported to the Service Manager.

Compliance with this policy is a condition of employment with this company.

Appendix B SAMPLE DEFECT ADVICE

ADR 65/00 — Maximum Road Speed Limiting for Heavy Goods Vehicles and Heavy Omnibuses

Inspected by _____

Company _____

Date _____

Owner _____

Vehicle Make _____ Model _____

Registration _____ VIN Number _____

Repair Order No. _____

- ADR 65/00 compliance checked
- Vehicle found to be compliant
- Vehicle found to be non compliant
- Defect notified to Owner/Operator
- Owner/Operator provided *Authority to Repair*
- Vehicle repaired and compliant with ADR 65/00
- Owner/Operator refused to provide *Authority to Repair*

Description of problems identified

I _____ representing _____ acknowledge that I have received this document and **authorise** **do not authorise** the repairs to be performed to return the vehicle to compliance with ADR 65/00.

Signed _____ Date _____

Appendix C

SAMPLE AUTHORITY TO REPAIR

ADR 65/00 — Maximum Road Speed Limiting for Heavy Goods Vehicles and Heavy Omnibuses

PLEASE PLACE ON COMPANY LETTERHEAD

Our company is committed to road safety and as such wishes to ensure that our vehicles operate in a safe manner at all times.

Compliance with the requirements of ADR 65/00 (Maximum Road Speed Limiting) is seen by our company as a critical aspect of our road safety commitment.

To ensure that our fleet maintains this compliance we authorise “**your workshop name here**” to check maximum road speed limiter equipment when servicing or repairing our vehicles. We further authorise the resetting of all non compliant maximum road speed limiting equipment and understand that you will provide immediate advice of any actions taken to rectify such non compliance.

Should your staff locate physical modifications to one of our fleet that cause ADR 65/00 non compliance, we authorise you to remove the equipment and return the system to compliance.

In the case of significant cost or outside provider supplied items such as tyre size changes and final drive ratio changes these repairs must be undertaken in consultation with our fleet manager.

Any material or equipment removed from one of our vehicles is to be returned to us immediately the job is completed. In all cases where action is taken to repair or reset a vehicle a report is to be sent to our fleet manager.

This authority is provided in accordance with company policy and can not be overridden by any representative of the company. The policy can be withdrawn by advice in writing only.

Signature Block Here

Appendix D

OWNER STATEMENT OF COMPLIANCE

ADR 65/00 — Maximum Road Speed Limiting for Heavy Goods Vehicles and Heavy Omnibuses

This clause is to be placed on the Company Repair Order adjacent to the signature block in a manner that clearly indicates that the signatory is agreeing with the terms set out in the clause.

Without this signature staff may commit an offence if they operate a vehicle on a public road that is found to be non compliant.

“I/We warrant to (insert name of repairer) that as far as I/we are aware, the vehicle described above complies with Australian Design Rule 65/00 and is operational.”

Signature Block Here

Appendix E

AUSTRALIAN DESIGN RULE 65/00
MAXIMUM ROAD SPEED LIMITING FOR
HEAVY GOODS VEHICLES AND HEAVY OMNIBUSES

PURPOSE AND SCOPE

This Australian Design Rule (ADR) is part of the Australian motor vehicle standards system and is a national standard for the purposes of the Motor Vehicle Standards Act 1989.

The function of this ADR is to specify devices or systems used to limit the maximum road speed of heavy goods vehicles and heavy omnibuses.

APPLICABILITY

This ADR applies to the design and construction of vehicles as set out in the table hereunder.

VEHICLE CATEGORY (As defined in Part 1 of "ADR Definitions")	Category Code	MANUFACTURED ON OR AFTER	ACCEPTABLE PRIOR RULES
Moped 2 wheels	(LA)	Not Applicable	
Moped 3 wheels	(LB)	Not Applicable	
Motor Cycle	(LC)	Not Applicable	
Motor Cycle and Side-car	(LD)	Not Applicable	
Motor Tricycle	(LE)	Not Applicable	
Passenger Car	(MA)	Not Applicable	
Forward-control Passenger Vehicle	(MB)	Not Applicable	
Off-road Passenger Vehicle	(MC)	Not Applicable	
Light Omnibus	(MD)		
(MD1) up to 3.5 tonnes 'GVM', up to 12 seats		Not Applicable	
(MD2) up to 3.5 tonnes 'GVM', over 12 seats		Not Applicable	
(MD3) over 3.5 tonnes, up to 4.5 tonnes 'GVM'		Not Applicable	
(MD4) over 4.5 tonnes, up to 5 tonnes 'GVM'		Not Applicable	
Heavy Omnibus	(ME)		
- over 5 tonnes, up to 14.5 tonnes 'GVM'		1 Jul 1991	Nil
- over 14.5 tonnes 'GVM'		1 Jan 1991	Nil
Light Goods Vehicle	(NA)	Not Applicable	
Medium Goods Vehicle	(NB)		
(NB1) over 3.5 tonnes, up to 4.5 tonnes 'GVM'		Not Applicable	
(NB2) over 4.5 tonnes, up to 12 tonnes 'GVM'		Not Applicable	
Heavy Goods Vehicle	(NC)		
- up to 300 HP		1 Jul 1991	Nil
- over 300 HP		1 Jan 1991	Nil
Very Light Trailer	(TA)	Not Applicable	
Light Trailer	(TB)	Not Applicable	
Medium Trailer	(TC)	Not Applicable	
Heavy Trailer	(TD)	Not Applicable	

This Rule was first issued in July 1990.

This Rule was approved by the Minister for Land Transport in July 1990 and was notified as a national standard in Motor Vehicle Standards Order No. 1 of 1990, published in Commonwealth Government Gazette No. 28 of 18th July 1990.

Issued by the ADR Subscriptions Service of the Federal Department of Transport and Communications on behalf of the Administrator of Vehicle Standards.

65.1 DEFINITIONS

65.1.0 All '*Defined Terms*' are identified in the text (other than the title of the Rule) by being in italics and having the first letter of each main word capitalized.

Definitions for '*Defined Terms*' are given in Part 2 of "ADR Definitions".

Reference should also be made to Part 3 of '*ADR Definitions*' with respect to units and abbreviations used in the ADR system.

65.1.1 '*Set Speed*' - the maximum road speed specified in clause 65.5.

65.2 MAXIMUM ROAD SPEED LIMITING

The maximum road speed capability shall not exceed the maximum road speed specified in clause 65.5 as determined in accordance with the requirements of:

65.2.1 clause 65.6; or

65.2.2 clause 65.3; or

65.2.3 clause 65.4 and clause 65.6.

65.3 MAXIMUM ROAD SPEED LIMITED BY GEARING

The maximum road speed capability shall be limited by selection of drive train gearing calculated by the formula:

$$\text{Maximum road speed capability (km/h)} = \frac{60 \times L}{A \times M}$$

where:

L = the engine manufacturer's rated engine speed above which the engine governing system begins to substantially reduce power;

A = the overall gear reduction between engine and drive wheels giving highest road speed; and

M = the tyre revolutions per kilometre determined from Table 1 (shown below), or as determined by the '*Administrator*' for tyres not listed, which gives the standard number of revolutions per kilometre.

65.3.1 In the case of vehicles where the maximum road speed capability is determined by gearing, the engine manufacturer's rated engine speed shall be permanently shown on a plate affixed to the engine.

65.4 MAXIMUM ROAD SPEED LIMITED BY ROAD SPEED GOVERNOR

The maximum road speed capability shall be controlled by the use of a road speed governor in accordance with the following:

65.4.1 The maximum road speed setting must not be capable of being temporarily increased or removed.

65.4.2 The road speed limiting function shall not actuate the vehicle's service braking system.

65.4.3 The road speed limiting function may allow normal accelerator control for the purposes of changing gear.

65.4.4 No malfunction shall result in an increase in engine power above that demanded by the position of the driver's accelerator control.

65.4.5 All components necessary for the full function of the road speed limiting function shall be energised whenever the vehicle is being driven.

65.4.6 The following parts shall be provided with the facility for sealing by a recognised authority:

65.4.6.1 the governor road speed adjustment mechanism;

65.4.6.2 the two ends of the link between the road speed limiter and the injection pump;

65.4.6.3 the two ends of the link between the road speed limiter and the device providing the road speed signal;

65.4.6.4 all internal parts of the road speed limiting equipment shall be made resistant to tampering by means of casings capable of being sealed; and

65.4.6.5 the control unit in the case of an electronic road speed governor to prevent unauthorised entry into the box containing the electronic control circuitry.

65.4.7 In the case of electronically re-programmable control devices:

65.4.7.1 The system shall have provision to record and store in retrievable memory the current maximum road speed setting.

65.4.7.2 The '*Manufacturer*' shall advise the '*Administrator*' of the protocol to be used to retrieve the data referred to in this clause.

65.4.8 In the case of electronically re-programmable control devices the vehicle '*Manufacturer*' shall establish and maintain '*Approved*' arrangements to ensure that the maximum road speed capability of vehicles cannot be changed without necessary authorisation.

These arrangements may be established by the vehicle '*Manufacturer*' in conjunction with the engine manufacturer, and are to restrict the capability to change maximum road speed to authorised agencies such as State or Territory distributorships of the vehicle and/or engine manufacturers.

65.5 MAXIMUM ROAD SPEED CAPABILITY

65.5.1 For a hauling vehicle designed for use in a "Road Train" the maximum road speed capability shall be no greater than that determined by the appropriate State or Territory authority..

| Amended by Det. No. 2 of 1997

65.5.2 For other heavy goods vehicles and heavy omnibuses the maximum road speed capability shall be no greater than 100 km/h.

65.6 TEST OF ROAD SPEED LIMITATION

This test is to determine the maximum road speed capability of vehicles.

A vehicle representative of the vehicle type or a device representative of the road speed governor as appropriate shall meet these requirements.

65.6.1 Test Conditions

65.6.1.1 The settings of the test vehicle including the fuel feed, wheels and tyres, and transmission shall conform to the 'Manufacturer's' specifications;

65.6.1.2 the tyres shall be bedded and the pressures shall be as specified by the manufacturer;

65.6.1.3 the vehicle shall be at 'Unladen Mass';

65.6.1.4 the test track surface shall be free from standing water, snow or ice and shall be free from uneven patches

and the gradient shall not exceed 2% and gradients shall not vary by more than 1% excluding camber effects; and **65.6.1.5** the mean wind road speed measured at a height at least 1 metre above the ground shall be less than 6 m/s with gusts not exceeding 10 m/s.

65.6.1.6 The instantaneous vehicle road speed shall be recorded throughout the test with a road speed measurement accuracy of at least $\pm 1\%$ at maximum time intervals of 0.1 seconds.

65.6.2 Acceleration Test Method

Using the test conditions specified in clause 65.6.1, and starting from a road speed 10 km/h less than the 'Set Speed', the vehicle shall be accelerated as much as possible without changing gear by using a fully positive action on the accelerator control. This action shall be maintained without changing gear for at least 30 seconds after the 'Set Speed' is achieved.

TABLE 1
TYRE REVOLUTIONS PER KILOMETRE

Tyre Size	Nominal Revolutions per Kilometre
8.25 * 16.....	385
8.25 * 20.....	345
9.00 * 20.....	325
10.00 * 20.....	315
11.00 * 20.....	310
12.00 * 20.....	295
13.00 * 20.....	285
14.00 * 20.....	270
9 R 22.5.....	345
10 R 22.5.....	325
11 R 22.5.....	315
12 R 22.5.....	305
13 R 22.5.....	295
10.00 * 22.....	300
11.00 * 22.....	295
11.00 * 24.....	280
12.00 * 24.....	270
255/70 R 22.5.....	355
275/70 R 22.5.....	345
275/80 R 22.5.....	330
295/80 R 22.5.....	320
315/80 R 22.5.....	310
385/65 R 22.5.....	315
425/65 R 22.5.....	300

65.6.3 Acceptance Criteria for Acceleration Test Method

65.6.3.1 With each gear which allows a theoretical maximum road speed above the 'Set Speed' engaged and when tested in accordance with Clause 65.6.2, within the first 10 seconds after reaching the 'Set Speed' the maximum vehicle road speed shall not exceed 105% of 'Set Speed' and the rate of change of vehicle road speed shall not exceed 0.5 m/s² when measured over a time period greater than 0.1 seconds as shown in Figure 1.

65.6.3.2 With each gear which allows a theoretical maximum road speed above the 'Set Speed' engaged and when tested in accordance with clause 65.6.2 and more than 10 seconds after reaching the 'Set Speed', the

maximum vehicle road speed shall not differ from the 'Set Speed' by more than ±3.3% of 'Set Speed', the maximum vehicle road speed shall not vary by more than 3.3% of the 'Set Speed' and the rate of change of road speed shall not exceed 0.2 m/s² when measured over a time period greater than 0.1 seconds.

65.7 ALTERNATIVE STANDARDS

Road speed governors complying with BS AU 217: Part 1 1987 "Maximum road speed limiters for motor vehicles" marked with a set road speed equal to or lower than the 'Set Speed' shall be deemed to meet the requirements of Section 65.6.

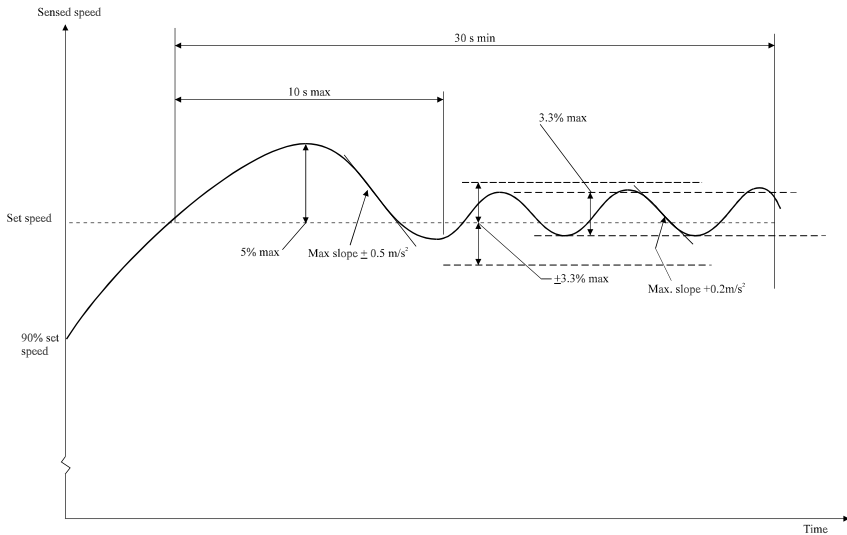


Figure 1. Allowed tolerances of limiter response characteristic

ORDER FORM

Guidelines – ADR 65 Compliance for the Heavy Vehicle Industry
 Maximum Road Speed Limiting for Heavy Goods Vehicles and Heavy Omnibuses

Unit Price	ADMINISTRATION CHARGE ONLY TO COVER ORDER PLUS POSTAGE & HANDLING	Qty Ordered	Total
Qty 1 to 4 copies @ \$4.95 P&H			
Qty 5 to 9 copies @ \$6.60 P&H			
Qty 10 or more @ \$8.80 P&H			
<i>Note: Prices above include GST and to one postal address.</i>		TOTAL CHARGE	

<u>SHIPPING DETAILS</u>		
Contact Name	Title	
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Address		
		Postcode
Phone ()	Fax ()	Mobile
Email		
Order No.	ABN No.	We will send a tax invoice.
<u>PAYMENT DETAILS</u>		
<input type="checkbox"/> I enclose a cheque for \$ _____ made payable to PSA Pty Ltd, PO Box 312, Fortitude Valley, Qld. 4006		
<input type="checkbox"/> Charge my Credit Card n Bankcard <input type="checkbox"/> Mastercard <input type="checkbox"/> Amex <input type="checkbox"/> Diners <input type="checkbox"/> Visa Card No.		
Expiry date	/	Signature
Name on Card		

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By FREEFAX — 1800 649 478

OR Call today and place your order

By FREEPHONE — 1800 649 578



The Commercial Vehicle Industry Association of Qld

The CVIAQ is a not for profit organisation established in 1968 to develop and further the interests of industry engaged in the manufacture, distribution and sale of products whose services contribute to the successful operation and progress of the road transport industry.

The association takes pride in providing a representative platform to government on current technical issues affecting the transport industry.

- National Codes of Practice including —
VSB6 Heavy Vehicle Modifications
- Australian Design Rules (ADRs)
- Australian and International Standards
- Operators Compliance Guide for Motor Vehicle Workshops
- Heavy Vehicle Standards and Regulations
- National Heavy Vehicle Reform Package

Always at the forefront of industry the CVIAQ plays a lead role in diverse areas including:

- National Training Packages
- Apprentice and Trainee promotion
- Providing accurate and timely responses to government proposals
- Technical Standards
- Apprentice Skills Competition
- Apprentice of the Year Competition
- The Queensland Truck and Machinery Show

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