



CODE OF PRACTICE

(for HEAVY VEHICLES)

Manufacturers Plate

This code is prepared under the direction of the Truck Industry Council (TIC) Chief Technical Officers and endorsed by members of the TIC.

This code of practice has been developed by the Truck Industry Council in conjunction with the National Heavy Vehicle Regulator. The Codes principal purpose is to detail a uniform industry approach to clearly identify the Original Equipment Manufacturers (Truck Manufacturer) build configuration of a truck, beyond that of the base “Cab-Chassis” variant.

Members of the Truck Industry Council will circulate this code of practice throughout their dealer network to ensure maximum coverage.

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1. Background:

On the 10th February 2014 Australian Heavy Vehicle legislation became national under the National Heavy Vehicle Regulator (NHVR) in all States and Territories, except Western Australia and the Northern Territory.

This included mutual recognition of Heavy Vehicle modification certification/approval by the various States and Territories and the adoption of individual Road Agency Modification Plate schemes modelled on the Queensland Transport “Blue Plate” scheme.

This action led to some uncertainty by industry and jurisdictions for vehicles that were fitted with a body and/or equipment fitted by the Original Equipment Manufacturer, or their Australian Representative (OEM), over and above that found on the base “Cab/Chassis” variant prior to first registration. In simple terms, the jurisdiction had no way of establishing if the body and/or equipment was fitted by the truck OEM, or by a third party and hence if a Modification Plate should be affixed or not. To clarify the OEM build configuration of a truck at first registration, many OEM’s had to produce a letter that detailed the body and/or equipment fitted by the OEM, while other OEM’s chose to affix a plate or decal to the truck, body, or equipment, that identified the body and/or equipment as being fitted by the OEM. There was no standard or consistent approach and a degree of confusion at first registration continued. After some discussion between the TIC and the NHVR it was agreed that a uniform approach that clearly identified the OEM build configuration of a truck beyond that of the base “Cab-Chassis” variant was required and this Code Of Practice was developed.

2. Scope:

This Code documents the affixing of a Manufacturers Plate to Heavy Vehicles that have bodies and/or equipment fitted by the OEM, over and above that found on the base “Cab-Chassis” variant.

The Manufacturers Plate will provide guidance of body and/or equipment fitted by the OEM to the truck, to jurisdictions at the point of first registration as well as to Heavy Vehicle inspectors, Road Agencies and Law Enforcement Agencies at any subsequent vehicle inspection/s.

3. Application:

- a) The OEM Manufacturers Plate is required only for trucks fitted with OEM fitted bodies and/or equipment over and above that found on the base “Cab/Chassis” variant.
- b) The OEM is responsible for the fitment/installation of the body and/or equipment detailed on the Manufacturers Plate.
- c) The OEM installed body and/or equipment detailed on the Manufacturers Plate will be limited to J and P codes of VSB6, or body and/or equipment detailed on the OEM’s Identification Plate Approval (IPA) as a variant of the base Cab/Chassis.
- d) The OEM will ensure that they have suitable production and quality procedures in place for the correct fitment/installation of the body and/or equipment that is detailed on the Manufacturers Plate. Where possible the body and/or equipment should form part of the OEM’s IPA as a variant of the base Cab/Chassis.
- e) The OEM will provide additional evidence of body and/or equipment detailed on the Manufacturers Plate to the NHVR, or a Road Agency, if so requested.
- f) The OEM is NOT required to affix a Manufacturers Plate to the base Cab/Chassis variant, that is, a “bare” (unmodified) Cab/Chassis.



4. Requirements:

The Manufacturers Plate:

- a) Can be a Plate or an Adhesive Label. If a label, it must comply with the durability and tamper-proof specifications applying to an ADR Identification (Compliance) Plate.
- b) Must be permanently affixed by the OEM in a conspicuous position on the truck (preferably adjacent to the Identification (Compliance) Plate).
- c) Will have minimum dimensions of 70mm x 35mm.
- d) Will, where practical, be formatted as per the details shown in Appendix 1.
- e) Will have, as a minimum, the information detailed in Appendix 1, Figure 1.
- f) Colour/s (and the displayed information) should be limited to: Silver, Black, or White. Printed information must be in a contrasting colour to the background, embossed, stamped or engraved information can be non-contrasting but must be clearly legible.
- g) Printed information on the Plate are detailed in Appendix 1, Figure 1, should be printed, embossed, stamped or engraved in characters at least 2.5mm high, clearly legible and where possible in CAPITAL LETTERS. Non specified information, such as a Plate/Label Part Number and OEM Additional Information, etc, is at the discretion of the OEM.
- h) The OEM may include Additional Information such as: ADR62 D-Rating for tow couplings, tow coupling warnings or explanation notes, etc at the bottom of the Plate, Examples are shown in Appendix 1, Example 2 and 3.
- i) Only one (1) OEM Plate should ever be affixed to a new vehicle. Issuing of a replacement Manufacturers Plate, in the case that the original plate is damaged or becomes illegible, is at the discretion of the OEM.

5. Application Date:

TIC members are required to fit a Manufacturers Plate (to applicable trucks) in accordance with this code of practice, to trucks with an Identification (Compliance) Plate date after the 31st March 2015 (that is, April 2015 – 04/15 date).



Appendix 1

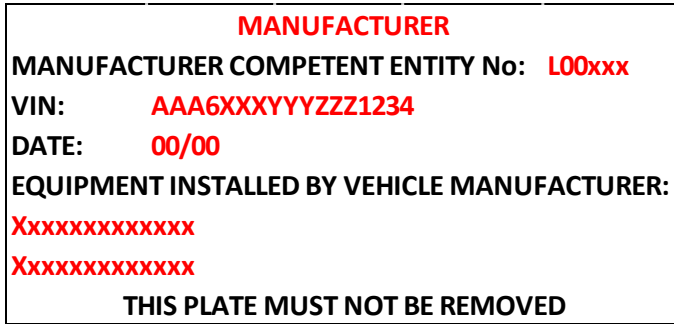


Figure 1

“Variable” information in Figure 1 and the Examples below, is shown in **RED** for the purpose of clarity in this document. All CHARACTERS on the Manufacturers Plate should be the same colour.

Manufacturer: Company name as appears on the Identification (Compliance) Plate.

Competent Entity No: Your companies (or Parent Companies RVCS COMPETENT ENTITY number, begins with an L, followed by a 5 digit number).

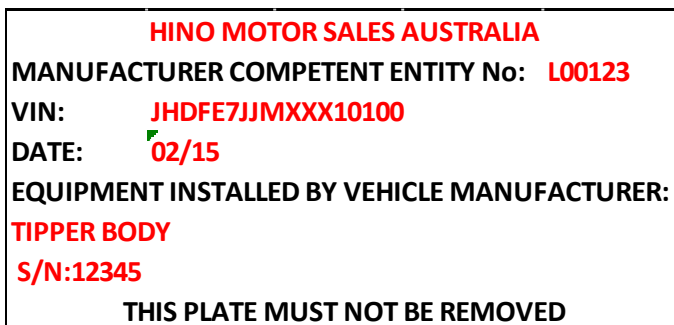
VIN: 17 character Alpha/Numeric, individual vehicle identifier.

Date: Month/Year (2 x 2 numeric characters). The date of body and/or equipment fitment.

Equipment Description: Alpha and/or Numeric characters. This could be Body Type (e.g. TIPPER), or Body Serial Number (e.g. SW-1234), or Tow coupling type (e.g. TURNTABLE, JOST TURNTABLE, 50mm TOW BALL COUPLING, RINGFEDER).

Additional Information: The OEM may include Additional Information such as: the ADR62 D-Rating for a tow coupling, tow connection warnings, etc, at the bottom of the Plate. Examples of Additional Information are shown in BLUE highlight in Examples 2 and 3 below. BLUE highlight and RED text is used for the purpose of clarity in this document. All CHARACTERS on the Manufacturers Plate should be the same colour.

Examples of typical Manufactures Plates:



Example 1 – Standard Plate



KENWORTH AUSTRALIA
MANUFACTURER COMPETENT ENTITY No: **L00111**
VIN: **6F500000EA000000**
DATE: **04/15**
EQUIPMENT INSTALLED BY VEHICLE MANUFACTURER:
5TH WHEEL: JOST TURNTABLE - JSK 36DV-1
ADR62 D-RATING: 220
THIS PLATE MUST NOT BE REMOVED

Example 2 – With OEM Additional Information

KENWORTH AUSTRALIA
MANUFACTURER COMPETENT ENTITY No: **L00111**
VIN: **6F500000EA000000**
DATE: **04/15**
EQUIPMENT INSTALLED BY VEHICLE MANUFACTURER:
5TH WHEEL: JOST TURNTABLE - JSK 36DV-1
ADR62 D-RATING: 240
WARNING: LEGAL OPERATING D-RATING IS LESSER OF VEHICLE,
FIFTH WHEEL & KING PIN RATINGS.
THIS PLATE MUST NOT BE REMOVED

Example 3 – With OEM Additional Information



Appendix 2

LIST OF TIC MEMBERS

Navistar AusPac Pty Ltd (CAT & International Trucks)

Cummins South Pacific Pty Ltd

Eaton Pty Ltd

Fuso Trucks Australia (Fuso Trucks)

Hino Motor Sales Australia Pty Ltd (Hino Trucks)

Isuzu Australia Limited (Isuzu Trucks)

Iveco Trucks Australia Ltd (Iveco Trucks & Vans)

Mercedes-Benz Australia/Pacific Pty Ltd (Mercedes-Benz & Freightliner Trucks)

MTU Detroit Diesel Australia Limited

PACCAR Australia Pty Ltd (Kenworth & DAF Trucks)

Scania Australia Pty Ltd (Scania Trucks)

Volvo Group Australia Pty Ltd (Volvo, Mack & UD Trucks)

Penske Commercial Vehicles Australia Pty Ltd (Western Star, MAN & Dennis Eagle Trucks)

Yours sincerely,

Mark Hammond

Chief Technical Officer – Truck Industry Council