



VOLUNTARY CODE OF PRACTICE

TO

ENSURE AN ADEQUATE FIELD OF VIEW

This code is prepared under the direction of the Truck Industry Council (TIC) Board, and endorsed by members of that organisation.

This voluntary code of practice has been developed by the Truck Industry Council at the request of the Victorian Police Service and a number of State and Tertiary Road Agencies to ensure that the field of view to the side and front of a truck is not degraded.

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

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CONTENTS

Section	Subject	Page
1	References	2
2	Introduction	2
3	Background	2
4	Unacceptable modifications	3
5	Optional technologies	3
6	Action by TIC members	4
7	List of TIC members	4 & 5

1. REFERENCES

The following references apply to this code of practice.

Australian Design Rule (ADR) 8/01: *Safety Glazing Material.*

The function of this Australian Design Rule is to specify the performance requirements of material used for external or internal glazing in motor vehicles that will ensure adequate visibility under normal operating conditions.

Australian Design Rule (ADR) 42/04: *General Safety Requirements.*

The function of this Australian Design Rule is to specify design and construction requirements to ensure the safe operation of vehicles.

2. INTRODUCTION

Truck manufacturers are required to meet a number of safety requirements contained in Australian Design Rules (ADRs). With respect to “field of view”, and visibility to the sides and front of the truck there are two ADRs that are Relevant; ADR 8/01 Safety Glazing Material, and ADR 42/04 General Safety Requirements, which require a truck manufacturer to certify that the driver has an “ADEQUATE” field of view when seated in the vehicle with the seat belt fastened. It is essential that modifications are not made to the vehicle that results in the vehicle no longer meeting the requirements of the relevant ADRs. With respect to this code of practice that means reducing the luminous transmittance of the windscreen and side windows, and the “field of view”.

3. BACKGROUND

Prior to development of this Code, there has been an increasing tendency to modify vehicles, by fitting a range of aftermarket components, that in many instances may cause the vehicle to no longer comply with the relevant ADRs. This can result in the driver having a reduced level of visibility and field of view, which could lead to an unsafe situation.

4. UNACCEPTABLE MODIFICATIONS

The following modifications are deemed to be unacceptable, in that such modifications are likely to have a negative impact on the safe operation of the vehicle:

- Fitting of chrome or other opaque bug deflectors, name plates, etc, that reduce the drivers forward field of view, and conceal close in vehicles or pedestrians,
- Non-original equipment manufacturer external sunvisors that protrude below the tinted band across the top of the windscreen,
- Non-original equipment manufacturer internal sunvisors that reduce field of view
- Attaching lettering, decals, etc, to any part of the windscreen that is swept by the windscreen wipers.
- Tinting of the windscreen that reduces the light transmittance level required by ADR8/01.

5. OPTIONAL TECHNOLOGIES

The following is a list of new and/or existing items, systems and technologies that may be available for fitment to some trucks. The employment of one or more of these items could improve the driver's visibility or awareness around the truck:

- Fitting of LHS in-door window
- Fitting of additional LHS proximity mirrors

- Fitting of additional LHS blind spot mirrors
- Fitting of ultrasonic proximity sensors
- Fitting of electronic visual aid systems using camera and screen technologies

6. ACTION TO BE TAKEN BY MEMBERS OF THE TIC

The following action will be taken by members of the TIC:

- Advise all members of the company's authorised sales outlets that they are required to comply with this code of practice that precludes fitting or attaching any of the "unacceptable modifications" listed in Section 4 above and that other items, systems and technologies may exist to improve the drivers visibility or awareness, as listed in "optional technologies" listed in Section 5 above.
- Have members of the dealer body advise all their customers of the requirements of this code of practice, and that:
 - Attaching or fitting any of the "unacceptable modifications" may well have a negative impact on the safe operation of the vehicle, and could result in the vehicle being defected, or grounded by law enforcement authorities.
 - There are new technologies and features that may be available that could improve the drivers visibility or awareness and that where available these should be discussed with the customer.

7. 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)

Penske Power Systems Ltd

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,

A handwritten signature in black ink, appearing to read 'Mark Hammond', written in a cursive style.

Mark Hammond

Chief Technical Officer – Truck Industry Council

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