



4 March, 2013

## TIC Policy on Heavy Vehicle Speed Limiters and ADR 65/00

The Truck Industry Council (TIC) is the peak industry body representing manufacturers and distributors of heavy commercial vehicles (that is, with Gross Vehicle Mass above 3,500 kg) in Australia. All TIC member companies are required, since 1991, to supply their heavy vehicles in the “NC” vehicle category (that is, non-passenger carrying vehicles with a Gross Vehicle Mass of more than 12,000 kg) with a speed limiting device that meets or exceeds all of the requirements of Australian Design Rule (ADR) 65/00: *“Maximum Road Speed Limiting For Heavy Goods Vehicles and Heavy Omnibuses.”*

The key requirements of ADR 65/00 include:

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

The intent of this clause is achieved in various ways according to each manufacturer. However, it is fundamentally necessary for each vehicle to be capable of having the speed limiter adjusted by an authorised person (typically a designated employee of a manufacturer’s authorised dealership or service centre) to ensure compliance **before on-road use**, after any specification changes to tyre size, axle ratio and transmission ratios have been performed. Therefore, each manufacturer has a secure method (typically through electronic secure code access) of performing adjustments to the compliant speed limiting device. Any changes to electronic settings can be traced to specific computer devices and authorised users.

*“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.”*

The keys to these clauses are the resistance to tampering, and the method of sealing the speed limiter. Manufacturers go to significant lengths to resist tampering of the speed limiters on their vehicles. These comprise physical / mechanical barriers to resist tampering, and electronic barriers which can, in some instances, detect incorrect parameters which may lead to reduced speed or maximum power.

**Truck Industry Council Limited**

ABN 37 097 387 954

GPO Box 5350, Kingston ACT 2603

T: (02) 6273 3222 E: [admin@truck-industry-council.org](mailto:admin@truck-industry-council.org) W: [www.truck-industry-council.org](http://www.truck-industry-council.org)

TIC's key message is to assure the reader that "accidentally" over-riding or unknowingly tampering with an ADR 65/00 speed limiting device is virtually impossible on a modern heavy vehicle. It takes **conscious and deliberate intent on behalf of the driver or vehicle owner** to perform modifications that over-ride or "trick" the speed limiting system to enable speeds significantly over 100 km/h.

TIC acknowledges that heavy vehicles travelling at speeds higher than 100 km/h will generate significant additional vehicle operating costs, including higher fuel usage, tyre wear, engine and other driveline component wear. TIC members endeavour to educate their customers on the safety, legal and environmental benefits of keeping a speed limiter set below 100 km/h.

A range of speed limiter over-ride devices are available over the internet from overseas, typically from sellers in the USA and China. These devices are claimed to allow faster speeds than the legal 100 km/h limit without raising fault codes and are attached "within 5 minutes" to the vehicle's electronics harness using the manufacturer's proprietary connectors. This type of device is **not** supported by any TIC member, and may result in incorrect vehicle system operations beyond just the speed limiter, resulting in some system failures. TIC suggests that such items should be restricted from importation by the Customs & Border Protection service.

TIC also supports escalated efforts by enforcement agencies to reduce speed limiter tampering, including such measures as compulsory fitment (to repeat offending operator's trucks) of GPS-linked speed tracking through an Intelligent Access Program (IAP) type system. The system cost would be the responsibility of the operator if they wish to continue trading. This system would then allow the heavy vehicle's speed to be tracked remotely in "real time".

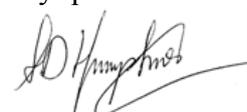
TIC acknowledges a document produced in 2004 by the Commercial Vehicle Industry Association of Queensland (CVIAQ) entitled "Compliance Guidelines for the Heavy Vehicle Industry – ADR 65/00", and endorses its recommendations. This document can be directly downloaded at no cost from the following link:

<http://www.cviaq.asn.au/PDFs/ADR65%20GUIDELINES%20ONLINE.pdf>

In conclusion, TIC members are already producing speed limiters that comply to ADR65/00, and are regularly updating the methods, both physical and electronic, that resist tampering. However, operators with intent to break the law will always be able to devise methods that may over-ride the speed limiter function. Therefore, measures are required to reduce the ease of purchasing and importing over-ride devices. Finally, TIC believes the best way to reduce heavy vehicle non-compliance to the 100 km/h maximum is by high-profile consistent enforcement, followed by punitive measures for repeat offenders. Such punitive measures may include the mandatory fitment of GPS speed tracking to the vehicle.

A summary of this Policy Statement appears on the next page.

Please contact the undersigned, on 0427 554 775 or [shumphries@truck-industry-council.org](mailto:shumphries@truck-industry-council.org) for any questions about this policy.



**Simon Humphries**  
Chief Technical Officer



[www.truck-industry-council.org](http://www.truck-industry-council.org)

## **Summary of TIC Speed Limiter Policy Statement.**

- TIC Members represent all new truck suppliers to the Australian Market
- TIC Members take their legal responsibilities very seriously, including compliance of their vehicles to Australian Design Rules, including ADR65 “Maximum Road Speed Limiting...”
- TIC Members have strong security features built in to their speed limiting systems, which allow authorised dealers to accurately adjust the system to within legal requirements before first delivery, while preventing unauthorised adjustment or “tampering”
- The tamper resistance levels of the speed limiting equipment is such that it would take a conscious and deliberate act to tamper with the set speed.
  - That is, it is almost impossible for the speed limiter to be adjusted, overridden or disabled accidentally.
- TIC members acknowledge the safety, legal and environmental benefits of keeping a maximum speed limiter setting below 100 km/h. These include lower fuel consumption, reduced tyre wear, and improved life for wheels, bearings, brakes, engine, transmissions and other driveline components.

TIC believes that devices attached to a vehicle electrical system, which are designed to change or remove the manufacturer-set speed limiter, should be prohibited from being fitted to any on-road vehicle. TIC further believes that such devices should be prohibited or restricted from being imported, as they actively assist truck operators to break the law in every state and territory.

TIC endorses the CVIAQ’s 2004 document “Compliance Guidelines for the Heavy Vehicle Industry – ADR 65/00”, which can be downloaded from the link below:  
<http://www.cviaq.asn.au/PDFs/ADR65%20GUIDELINES%20ONLINE.pdf>

For further information, contact TIC, details below.

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