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TRANSPORT NEWS

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National Transport Commission opens its doors.

ON THE 15TH JANUARY THE NATIONAL TRANSPORT COMMISSION (NTC) OPENED ITS DOORS FOR THE FIRST TIME.

The new commission's portfolio is road transport, previously a National Road Transport Commission (NRTC) portfolio, plus rail and inter-modal regulatory reform. The NTC says that the aim of the new Commission is to strengthen regulatory frameworks and provide a more holistic approach to managing the national land transport system.

The NTC contact details are:

- Postal: Level 15, 628 Bourke Street, Melbourne VIC 3000.
- Telephone: (03) 9236 5000
- Facsimile: (03) 9642 8922
- Website: www.ntc.gov.au
- E-mail: initial and full surname (no dot) @ntc.gov.au; for example djones@ntc.gov.au

Tech Talk

by Paul Tol. SA Operations Manager, Institute of Automotive Engineers (IAME).

A TRAGIC EVENT THAT OCCURRED IN NOVEMBER 2000 IN NEW ZEALAND IS A TIMELY REMINDER to transport operators, workshop and service managers, technicians and those who are responsible for heavy vehicle servicing and maintenance that firstly competent people must be employed in this field, and secondly that manufacturers' recommendations are to be heeded.

The event in question is where a propeller shaft assembly dislodged from a heavy vehicle and on striking the roadway, disintegrated. The pieces

flying out and instantly causing the death of an oncoming innocent driver of a utility.

During the investigation that followed this tragedy a number of pertinent facts materialised, facts that apply equally here in Australia and that should be carefully considered and regularly audited within workshops.

Firstly, technicians and supervisory staff must be trained in the correct manner regarding driveline service, maintenance and repair. Secondly, manufacturers' recommendations regarding repair and service part replacement must be adhered to. In this aspect, workshops must have in their technical library those service manuals and technical information directly applicable to the vehicles that regularly come in for work to be carried out.

In the case in question, the vehicle's driveline was an 1810 series utilising half round yokes. This article draws your attention to the following requirements when undertaking any service procedures to these, and other driveline series using half round yokes.

When the driveline is removed for any reason from the vehicle, the bearing retainer bolts or stamped strap bolts or stamp straps must not be reused when refitting. New bolts and/or straps must be fitted.

When routinely checking drivelines for wear, the published recommendations and procedures must be correctly followed.

When lubricating centre bearings, universal and slip joints that the correct lubricant is used, and that it is confirmed that the fresh lubricant has entered all the bearings.

Driveline phasing must not be tampered with or altered.

Although this article spot lights the 1810 series of driveline, it equally applies to all driveline manufacturers' series and their specific recommendations and procedures that must also be adhered to in order that no more tragedies occur on our roads and highways.

IAME acknowledges Dana Spicer, and Mitsubishi Motors New Zealand for their kind permission to use their information and publications in this article.

For more information on driveline maintenance and repair visit:
www.spicerdriveshaft.com/literature/h_m_duty.html

Quality Talk by Wayne Checker

In my experience and observations I have found that the principle of leading by example takes place whether one believes in it or not, it is expected or unexpected, planned not planned.

That is why very successful leaders walk the talk. They know that their people become what their leaders is, not what the leader says they are. The mumps and measles analogy provides a good illustration of this point. If you tell someone until the cows come home that you have mumps, when in fact you have measles, guess what? They will contract what you have, the measles.

New Driver Medical Examination Guidelines

New medical guidelines for assessing a patient's fitness to drive was published and distributed to over 35,000 health professionals in Australia in September 2003. *Assessing Fitness to Drive for Commercial and Private Vehicle Drivers* revises and combines the National Road Transport Commission's *Medical Examinations of*

Commercial Vehicle Drivers (1997) and Austroads' *Assessing Fitness to Drive* (2001) for private vehicle drivers.

The publication provides clear medical standards for licensing of drivers, differentiating between the more stringent requirements for commercial vehicle drivers and those for drivers of private vehicles. It also outlines general guidelines to assist health professionals in managing and advising patients. All driver licensing authorities, the Royal Australian College of General Practitioners, the Australian Medical Association and other specialist bodies, endorsed these standards.

Health professionals also received copies of an information brochure and poster developed to assist in informing and counselling patients about the sensitive issue of health and driving. Web pages were launched on Austroads site featuring an overview of the medical and procedural changes, a patient/driver fact sheet, an electronic version of the booklet, and a link to an online tutorial program for health professionals. The guidelines are effective in the Australian Capital Territory, New South Wales, South Australia and Tasmania from 1 October 2003. In all other States and the Northern Territory, the publication was effective upon receipt.

For more information go to:
www.austroads.com.au/aftd.html

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