Heavy Vehicle Purchasing Guide

Heavy vehicles used in construction and infrastructure projects

This document provides the safety technologies and features recommended for vehicle used in construction and infrastructure projects. These recommendations must be considered in the context of the Heavy vehicle purchasing guide (HVPG) and the associated summary sheet.

This summary may be useful for:

- People writing specifications for contracts
- People purchasing new or used vehicles
- People tendering for contracts

Purpose of activity:

Vehicles used in construction and infrastructure projects are typically tasked with the transport of aggregate and spoil or other construction related goods by road.

Typical Combinations:

- Prime mover and Semi-trailer
- Truck and Dog
- Tippers

Operating environments:

- Urban and Metropolitan areas
- Rural areas

Prioritisation of safety technologies and features

Ideally, all vehicles would be fitted with the latest and most advanced safety technologies and features. Realistically, the cost of new vehicles and the cost of retrofitting technologies may make this unachievable for some operators. Prioritising the technologies and features that help to address the risks specific to the transport activity and operating environment means that operators can focus their investment on the safety technologies and features that offer the biggest safety improvement.

Note: The prioritisation of safety technologies and features is not purely lineal but rather general advice. No technology should be considered less beneficial than any other, considerations should be matched to the risks that they address. This advice is given to assist operators where financial restrictions are present.

Operating environments

Most commonly, these vehicles will operate in urban and metropolitan operating environments. In these settings, priority should be given to increasing the visibility both of and from the vehicle and the vehicles stopping ability.

Additionally, given the dense population of both vehicles and people in these areas, preference should also be given to vehicles with lower emissions.

Where these vehicles are used in more rural operating environments, including for example regional highway projects, minimum requirements may be adjusted in accordance with any reduced probability of interaction. Examples of this may include reducing the minimum emissions standards and the need for Class V and VI mirrors.

Additional resources

This document should be read in conjunction with the following:

- Heavy vehicle purchasing guide
- Heavy vehicle purchasing summary
- www.clocs-a.com.au

Heavy vehicles used in the construction and infrastructure industry for the transport of aggregate and soil

Urban and metropolitan operating environments

Priority: High → Low

Safety technologies and features	Good	Better	Best
Visibility and road presence	• IVD's (Mirrors: class 2,4,5&6) • Conspicuity markings • Signs	All good features and: • IVD's (Cameras) • Direct Vision: window in lower section of passenger door • left turn alarms	All good and better features and: • Direct Vision Cabin • BSIS
Emissions	ADR80/02 (Euro IV or equivalent)	(Euro V or equivalent)	ADR80/03
Braking stability and road position	• ABS • EBS • Park brake alarm	All good features and: • LDW • ACC • FCA • TEBS	All good and better features and: • RSC • ESC • LKA • AEB • Park brake interlock
Business systems and practices	• Driver engagement and education • Safety Management Systems (SMS)		
Driver considerations	Integration of multiple systems and displays	• FDDT • Cabin liveability	
Vehicle design	• Coupling warning • Secondary trailer retention • Telematics • Cabin Strength • FUPs • Quality parts and components	All good features and: • TPMS • SUPs	All good and better features and: • RUPs • PBS • Compatibility of multiple systems

*This information must be considered in the context of the Heavy Vehicle Purchasing Guide