

Australian Standard[®]

**Heavy road vehicles—Mechanical
coupling between prime movers and
semitrailers—Interchangeability
requirements**

**Part 1: Non-dedicated vehicle
combinations**



This Australian Standard® was prepared by Committee ME-053, Heavy Road Vehicles. It was approved on behalf of the Council of Standards Australia on 13 July 2006. This Standard was published on 31 July 2006.

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- AUSTRROADS
 - Australian Automotive Aftermarket Association
 - Australian Road Transport Suppliers Association
 - Australian Trucking Association
 - Commonwealth Department of Transport and Regional Services
 - Department of Defence (Australia)
 - Land Transport Safety Authority
 - Maritime Safety Authority (New Zealand)
 - National Transport Commission
 - New Zealand Heavy Haulage Association
 - New Zealand Heavy Transport Wheel Aligners Association
 - New Zealand Truck and Trailer Manufacturers Federation
 - Road Transport Forum New Zealand
 - Society of Automotive Engineers-Australasia
 - The Commercial Vehicle Industry Association of Australia
 - The Institute of Road Transport Engineers of New Zealand
 - Truck Industry Council
 - WA Department for Planning and Infrastructure
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PREFACE

This Standard was prepared by the Standards Australia Committee ME-053, Heavy Road Vehicles, to supersede AS 2174.1—1994, *Articulated vehicles—Mechanical coupling between prime movers and semitrailers—Interchangeability requirements*, Part 1: *Non-dedicated vehicle combinations*.

The objective of this Standard is to specify the requirements for interchangeability of non-dedicated articulated combination vehicles for coupling of prime movers, converter dollies and semitrailers to provide compatibility and adequate clearances in normal use on both sealed and unsealed roads.

This Standard is Part 1 of AS 2174, *Heavy road vehicles—Mechanical coupling between prime movers and semitrailers—Interchangeability requirements*, which is published in parts as follows:

Part 1: Non-dedicated vehicle combinations

Part 2: Dedicated vehicle combinations

Recommendations for positions and heights of fifth wheels for articulated vehicles provide guidance to prime mover and trailer manufacturers so that interference free coupling and operation between vehicles will be assured.

In this revision, ‘dedicated vehicle combination’ has been redefined, the maximum height of fifth wheel coupler plate has been reduced to 1320 mm in the unladen condition for any vehicle.

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STANDARDS AUSTRALIA

Australian Standard

Heavy road vehicles—Mechanical coupling between prime movers and semitrailers—Interchangeability requirements

Part 1: Non-dedicated vehicle combinations

1 SCOPE

This Standard specifies requirements for interchangeability of non-dedicated articulated combination vehicles in normal use on both sealed and unsealed roads. These requirements are applicable to prime movers, converter dollies, and semitrailers.

This Standard covers the interchangeability for coupling of prime movers, converter dollies, and semitrailers to provide compatibility and adequate clearances, however it will not guarantee that any particular vehicle combination will satisfy legal requirements (e.g. vehicle dimensions, or load distribution), or provide optimum dynamic stability.

Clearances around the point of articulation are specified for operation of a vehicle at its maximum permitted dimensions, when at angles of pitch of 6° forward, 7° rearward, and for angles up to 45° of articulation.

2 REFERENCED DOCUMENTS

The following documents are referred to in this Standard:

AS

- 2174 Heavy road vehicles—Mechanical coupling between prime movers and semitrailers—Interchangeability requirements
2174.2 Part 2: Dedicated vehicle combinations

AS/NZS

- 4968 Heavy-road vehicles—Mechanical coupling between articulated vehicle combinations
4968.1 Part 1: Design criteria and selection requirements for fifth wheel, kingpin and associated equipment
4968.2 Part 2: Testing and installation of fifth wheel and associated equipment
4968.3 Part 3: Kingpins and associated equipment

3 DEFINITIONS

For the purpose of this Standard, the definitions given in the AS/NZS 4968 series and the definitions below apply.

3.1 Centre of the axle group

- (a) In the case of a single axle group, the centre of that axle.
- (b) In the case of a tandem axle group—
- (i) where both axles are fitted with an equal number of tyres, a line located midway between those axles; or
 - (ii) where one axle is fitted with twice the number of tyres of the other, a line located one third of the way from the axle fitted with the greater number of tyres, towards the axle fitted with the lesser number of tyres.