

# Replacement Parts Program Final Report

Reducing Part Failures in Heavy Vehicles



## ABSTRACT

The Final Report for the National Heavy Vehicle Regulator on the Replacement Parts Program conducted by ARTSA Institute, and Industry Stakeholders

15 January 2023

**ARTSA** - 

## Contents

|   |    |
|---|----|
| <b>Background</b> .....                           | 3  |
| <b>Replacement Parts Reference Group</b> .....    | 4  |
| <b>Replacement Parts Guidance Materials</b> ..... | 6  |
| <b>Communications Program</b> .....               | 7  |
| <b>Lessons Learned</b> .....                      | 9  |
| <b>Appendices</b> .....                           | 10 |
| Launch Media Release .....                        | 10 |
| Report on Replacement Parts Workshop .....        | 13 |
| Replacement Parts Q&A .....                       | 16 |
| Media Release December Workshop .....             | 18 |

## Background

ARTSA (now ARTSA Institute) in 2019, submitted a successful application for Round 4 funding of the National Heavy Vehicle Safety Initiative.

The project was initiated by ARTSA-i because of safety concerns over the lack of a verifiable quality standard or measure for some imported heavy vehicle replacement (spare) parts in Australia.

Many safety and compliance-critical parts are being supplied and fitted to in-service heavy vehicles that are poor or unverified quality. Consequently, road users are at an increased risk of crashes or breakdowns involving heavy vehicles. Additionally, operators and drivers of heavy vehicles could be vulnerable to enforcement violations and loss of vehicle productivity.

ARTSA-I approached its members and stakeholders to support the project – and as can be seen by the representation on the Reference Group – there was wide and enthusiastic support.

## Replacement Parts Reference Group

A Reference Group was formed on the 17 October 2019, to provide direction and content for the initiative.

The Reference Group who provided their expertise and considerable time to create the guidance materials.

### Reference Group Members

|         |           |                             |
|---------|-----------|-----------------------------|
| Peter   | Hart      | Hartwood Consulting/ARTSA   |
| Sam     | Abulughod | Eaton/ARTSA                 |
| Wayne   | Baker     | Bartlett/ARTSA              |
| Colin   | White     | Whitehouse/ARTSA            |
| Sam     | Ellis     | Jost/ARTSA                  |
| David   | Oliver    | Knorr-Bremse                |
| Trevor  | Dickson   | PACCAR/ARTSA                |
| Silvio  | Curatolo  | Dangelo/ARTSA               |
| Rob     | Smedley   | Smedleys Engineers/ARTSA    |
| Bob     | Edwards   | Transport Engineering/ARTSA |
| Rachel  | Michaud   | Knorr-Bremse/ARTSA          |
| Jacquie | Fox       | Hendrickson/ARTSA           |
| Imogen  | Reid      | CVIAA                       |
| Alan    | Bartlett  | CVIAA                       |
| Vanessa | McCullen  | CVIAA                       |

## Stakeholder Workshop

On 4 December 2019, a stakeholder workshop was hosted by the VACC. The Workshop was attended by 35 Stakeholders and Reference Group members and provided strong recommendations about the development of the guidance materials.

Key findings were:

- The need to develop good practice guidelines for Suppliers of replacement parts
- Suppliers of parts need to identify appropriate technical standards, have validation test reports, keep supply records, review part failures, have a warranty policy and provide installation and rating information.
- Provide basic questions that Purchasers should consider when making purchase decisions.
- Promote to operators the purchase good-value parts for heavy vehicles that will provide safe, reliable, and legal requirements.

The full report on the Workshop is in the Appendices.

## Replacement Parts Guidance Materials



The ARTSA Institute and the Reference Group produced guidance targeting consumers, purchasing managers at heavy vehicle operators and suppliers of replacement parts.

Three Guides are:

- Good Practice Guide for Supply of Replacement Parts
- Good Practice Guide for Consumers of Replacement Parts
- Good Practice Guide for Purchasing Managers Who Set Policy

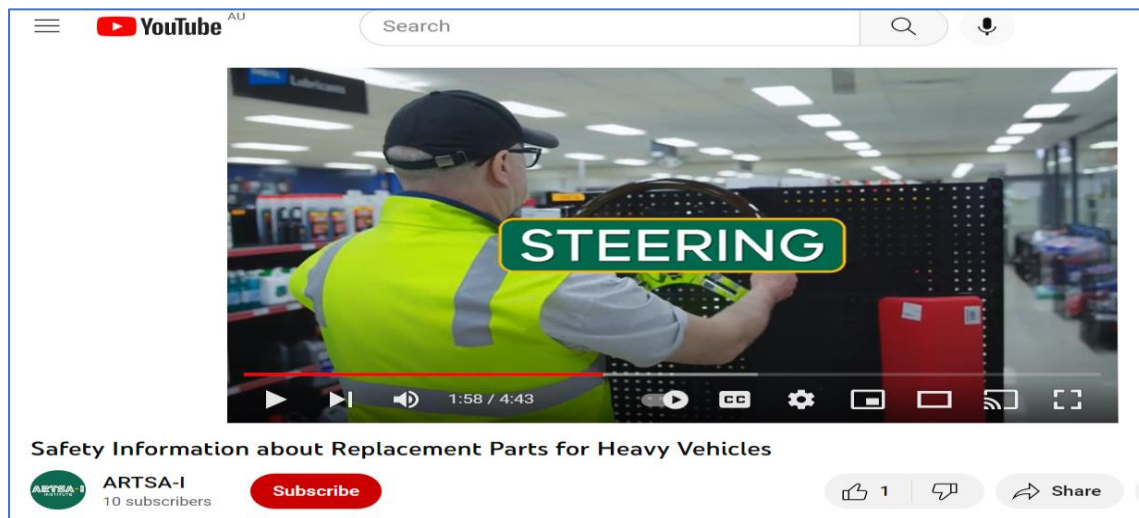
The guides are downloadable from [www.artsa.com.au/parts/parts.html](http://www.artsa.com.au/parts/parts.html)

There is also a video available on the ARTSA Youtube channel. Click the following link below:

[Replacement Part Guidance for Consumers of Heavy Vehicle Parts.](#)

Again, on the ARTSA-I web site - a list of replacement parts is provided along with the technical standards required and the safety and compliance risk of not selecting a replacement part that is up to standard.

## Communications Program



An extensive communications program was conducted after the project launch on 13 May 2021 at the Brisbane Truck Show ARTSA-i meeting held in Brisbane. The campaign targeted industry media outlets and stakeholder members.

**DIESEL WORKSHOP**

## ARTSA-I GOOD PRACTICE GUIDE RELEASED FOR SELECTING SAFETY-CRITICAL REPLACEMENT PARTS

**A**t the Brisbane Truck Show, the ARTSA Institute (ARTSA-i) unveiled a Good Practice Guide, which aims to raise awareness of suppliers, purchasers and installers of safety-critical replacement parts about supply practices.

The Guide describes actions that suppliers should take to ensure parts are suitably certified, that records are kept and installation information is provided. The Guide does not favour original equipment parts over after-market parts. Nor does it favour bricks and mortar retailers over online suppliers. It provides common-sense actions that all part suppliers should take, but often don't.

"We aim to reduce the risk of workshops fitting poor quality or inadequately rated safety-critical parts as well as providing an understanding of the different types of replacement parts available in the market," says Dr Peter Hart, Executive Member at ARTSA-i and a certified vehicle engineer.

The Guide recognises four risk levels which are:

1. Safety Critical
2. Safety and Compliant Relevant
3. Minor Safety Relevance and
4. No Safety and Compliance Concerns.

The Guide's advice is graduated according to these levels.

By implementing the Guide's suggestions suppliers will identify appropriate technical standards, hold validation test reports, keep supply records, review failure reports, and provide installation information.

The Guide is applicable to replacement parts which are used to replace an original part, and for parts that are used to modify a vehicle.

This Guide identifies good practices that will support suppliers, purchasers, operators, and others involved in the servicing or modification of heavy vehicles, to enhance the safety and reputation of the road transport sector. Additionally, the purchaser and fitter of these parts will have peace-of-mind that they have completed satisfactorily their role in the chain of responsibility. **PT**

The Guide can be downloaded at [www.artsa.com.au](http://www.artsa.com.au)

The media release is in Appendices along with a Q&A to explain the project.

A sample of media coverage received is listed below:

ARTSA coverage to May 21 2021

<https://futuretrucking.com.au/industry-news/artsa-i-releases-new-good-practice-guide-for-trucking-industry>

<https://www.primemovermag.com.au/artsa-i-unveils-guide-for-selecting-safety-critical-replacement-parts/>

<https://www.roadtrains.com.au/news/artsa-i-unveils-good-practice-guide-for-selecting-safety-critical-replacement-parts/>

<https://www.brisbanetruckshow.com.au/news/good-practice-guide-for-safety-critical-replacement-parts/>

<https://www.fullyloaded.com.au/industry-news/2105/artsa-in-truck-fire-prevention-guidance>

<https://bigrigs.com.au/index.php/2021/05/13/what-drivers-can-do-to-lessen-the-risk-of-truck-fires/>

[https://www.ownerdriver.com.au/industry-news/2106/artsa-i-releases-guide-for-selecting-safety-critical-parts?utm\\_source=Sailthru&utm\\_medium=email&utm\\_campaign=OD%2026Jun21&utm\\_term=list-ownerdriver\\_newsletter](https://www.ownerdriver.com.au/industry-news/2106/artsa-i-releases-guide-for-selecting-safety-critical-parts?utm_source=Sailthru&utm_medium=email&utm_campaign=OD%2026Jun21&utm_term=list-ownerdriver_newsletter)

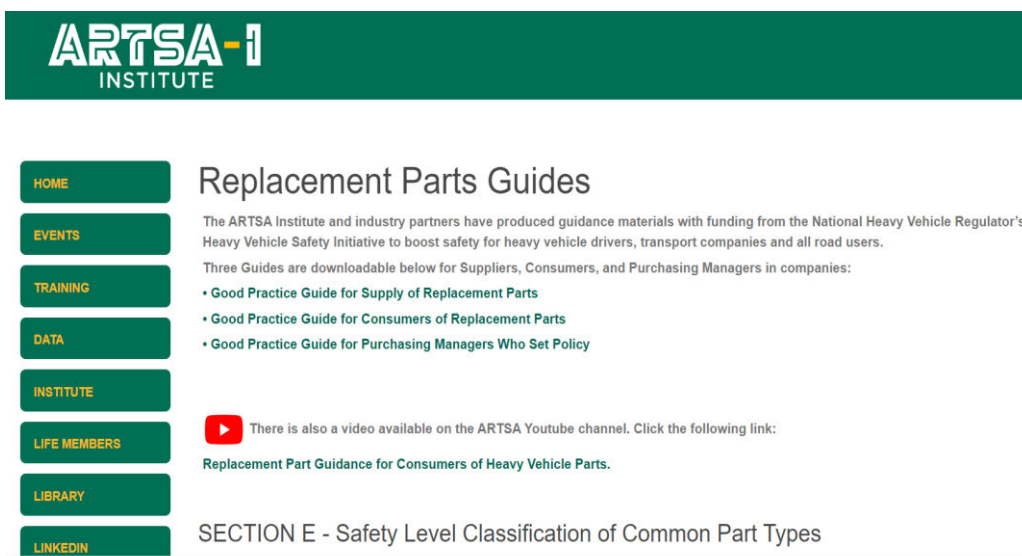
[https://www.fullyloaded.com.au/product-news/2106/artsai-releases-guide-for-selecting-safety-critical-parts?utm\\_source=Sailthru&utm\\_medium=email&utm\\_campaign=ATN%20EDM%2028%2006%2021&utm\\_term=weekday\\_newsletter](https://www.fullyloaded.com.au/product-news/2106/artsai-releases-guide-for-selecting-safety-critical-parts?utm_source=Sailthru&utm_medium=email&utm_campaign=ATN%20EDM%2028%2006%2021&utm_term=weekday_newsletter)

[www.bigrigs.com.au/index.php/2021/06/25/artsa-i-releases-replacement-parts-guide/#more-25027](http://www.bigrigs.com.au/index.php/2021/06/25/artsa-i-releases-replacement-parts-guide/#more-25027)

<https://www.busnews.com.au/industry-news/2106/bus-and-truck-parts-guide-issued-to-boost-safety>

<https://hvia.asn.au/good-practice-guide-for-selecting-safety-critical-replacement-parts/>

The ARTSA-I continues to promote the initiative through its web site:



**ARTSA-I**  
INSTITUTE


HOME  
EVENTS  
TRAINING  
DATA  
INSTITUTE  
LIFE MEMBERS  
LIBRARY  
LINKEDIN

## Replacement Parts Guides

The ARTSA Institute and industry partners have produced guidance materials with funding from the National Heavy Vehicle Regulator's Heavy Vehicle Safety Initiative to boost safety for heavy vehicle drivers, transport companies and all road users.

Three Guides are downloadable below for Suppliers, Consumers, and Purchasing Managers in companies:

- Good Practice Guide for Supply of Replacement Parts
- Good Practice Guide for Consumers of Replacement Parts
- Good Practice Guide for Purchasing Managers Who Set Policy

 There is also a video available on the ARTSA Youtube channel. Click the following link:  
Replacement Part Guidance for Consumers of Heavy Vehicle Parts.

SECTION E - Safety Level Classification of Common Part Types



## Lessons Learned

There were many lessons learned including:

- There is a regulatory vacuum relating to replacement parts for heavy vehicles.
- Replacement parts need to comply with technical standards whereas the vehicle operator should maintain compliance status of the vehicle. The risk is mainly with the vehicle operator.
- A good practice guide is needed to assist suppliers to understand their responsibilities.
- A good practice guide is needed so that the operator consumer can be confident that the claims made for a replacement part are likely to be true.
- The good practice principles that are presented in this guide, if followed, will reduce the risk or enforcement action against operators
- The consuming public have a right to know key safety information applicable to the replacement part.
- A risk approach can be applied to replacement part safety.
- Replacement parts can be classified as: Original, Alternative, Approved, Similar, Substitute Parts. This is the first time in Australia that replacement parts have been classified.
- Replacement Parts can also be classified according to a safety risk scale (1-4). This is the first time in Australia that the safety risk of replacement parts has been defined.
- The way that replacement parts are supplied depends upon classification.
- Vehicles that have non-compliant parts installed are at greater risk of insurance claims being denied if an adverse event occurs. This significant risk was not previously recognised.
- Some safety-critical replacement parts should be approved under the Federal CTA procedures, but many are not.
- There are no technical standards that can be applied to most types of replacement parts.
- The technical ratings of replacement parts should be public knowledge.
- Parts supplied via internet buying sites are often of undetermined origin and quality.
- Suppliers of replacement parts with a high safety risk classification should keep a technical file that explains why the part is safe to supply.
- Better replacement part supply behaviour can probably only occur when the operator consumer requests evidence of good practice by replacement part suppliers.
- Part installers and vehicle approvers (such as AVEs) have a role to play in guiding the operator consumer to part suppliers that declare they comply with the Good Practice Guide for Replacement Parts.

## Appendices

Launch Media Release

13 MAY 2021

### **ARTSA-i unveils Good Practice Guide for selecting safety-critical replacement parts**

A new 'Good Practice Guide for Supply of Replacement Parts for use on Heavy Vehicles' issued by ARTSA-institute aims to boost safety for heavy vehicle drivers and all road users.

Released today (*Thursday, 13 May, 2021*) at the Brisbane Truck Show, the ARTSA Institute (ARTSA-I) says the Guide aims to raise awareness of suppliers, purchasers and installers of safety-critical replacement parts about supply practices.

The Guide describes actions that supplies should take to ensure parts are suitably certified, that records are kept and installation information is provided. The Guide does not favour original equipment parts over after-market parts. Nor does it favour bricks and mortar retailers over online suppliers. It provides common-sense actions that all part suppliers should take, but often don't.

"We aim to reduce the risk of workshops fitting poor quality or inadequately rated safety-critical parts as well as providing an understanding of the different types of replacement parts available in the market," says Dr Peter Hart, Executive Member at ARSTA-i and a certified vehicle engineer.

"For many types of replacement parts there are no requirements to meet a standard. For safety-critical parts such as braking, steering and suspension, the supply, selection and fitment of sub-standard replacement parts could compromise the safety of truck drivers and all other road users. A casual glance at the part may not reveal any inherent unsuitability for the intended task, due to inappropriate materials used or short-cuts taken during manufacturing. Just because the part may appear to fit, does not necessarily mean it is suitable or safe. It is the supplier's responsibility to correctly describe the status of the part to the market.

"ARSTA-i has devised this Guide in association with its members as well as outside experts to offer clarity to everyone in the replacement parts chain, regarding the suitability and safety of parts with acceptable quality that may be sourced by an operator or workshop," Dr Hart says.

"Price is an easy to understand variable, but quality and suitability are harder to determine, and in some cases there is no linear relationship between price and quality. It is when things go wrong that the supplier's quality controls and record keeping become critical."

Under the Heavy Vehicle National Law those who are involved in heavy vehicle transport have a duty to ensure the safety of their transport activities, including to ensure their vehicles comply with vehicle standards and are appropriately maintained.

"Operators should purchase good-value parts for heavy vehicles that will provide safe, reliable, and legal performance," Dr Hart says. "The Guide defines acceptable supply practice and advises purchases what to expect from suppliers. The use of poor-quality parts leaves the operator vulnerable to expensive breakdowns and reworks, enforcement attention and loss of insurance cover. For this latter reason alone every vehicle operator is urged to

ensure that their in-house technicians or third-party workshops and suppliers fit parts that are suitable for the job”.

“We want to reduce the risk of in-service failure of all replacement parts, to avoid the vehicle crashing, or simply breaking down on the highway where they may be vulnerable to impact by other road users, potentially causing death, injury, loss or damage. We believe these risks can be mitigated if replacement parts suppliers implement the quality-assurance activities specified in this new Guide,” Dr Hart says.

The Guide recognises four risk levels which are 1. Safety Critical, 2. Safety and Compliant Relevant, 3. Minor Safety Relevance and 4. No Safety and Compliance Concerns. The Guide’s advice is graduated according to these levels.

By implementing the Guide’s suggestions suppliers will identify appropriate technical standards, hold validation test reports, keep supply records, review failure reports, and provide installation information.

“All suppliers of parts can and should comply with the requirements of this Guide,” Dr Hart says.

The Guide is applicable to replacement parts which are used to replace an original part, and for parts that are used to modify a vehicle.

“We would like to see workshop parts buyers transacting with suppliers who are following the Guide so they can be confident that practices are being followed that promote good part quality.”

This Guide identifies good practices that will support suppliers, purchasers, operators, and others involved in the servicing or modification of heavy vehicles, to enhance the safety and reputation of the road transport sector. Additionally, the purchaser and fitter of these parts will have peace-of-mind that they have completed satisfactorily their role in the chain of responsibility.

“The Guide will also be of interest to enforcement officers inspecting vehicles at the roadside, who may be able to recognise quality replacement parts used in safety-critical areas,” Dr Hart says.

ARTSA-i is reaching out to all heavy vehicle owners and operators as well as repair shops, in-house workshops and parts retailers, and to relevant truck industry bodies, to explain the content of the Guide and how it can best be utilised.

The Guide can be downloaded at [www.artsa.com.au](http://www.artsa.com.au)

### **About ARTSA-i**

The ARTSA Institute (ARTSA-i), formerly known as the Australian Road Transport Suppliers’ Association, has been established to respond the challenge of the rapidly changing heavy vehicle industry. It undertakes collaborative independent research in the domain of heavy vehicle transport. The outcomes of the research are intended to inform the development of future policies of relevance to the heavy vehicle sector. ARTSA-i is also a leader in gathering and analysing information on the Heavy Vehicle Transport industry in Australia.

The Institute aims to:

- Influence the debate around framing policies for the industry
- Provide evidence-based data and research to influence policy decisions.

- Provide guidance to industry and stakeholders to improve the safety, productivity and environmental impacts of the industry
- Train the next generation of future leaders

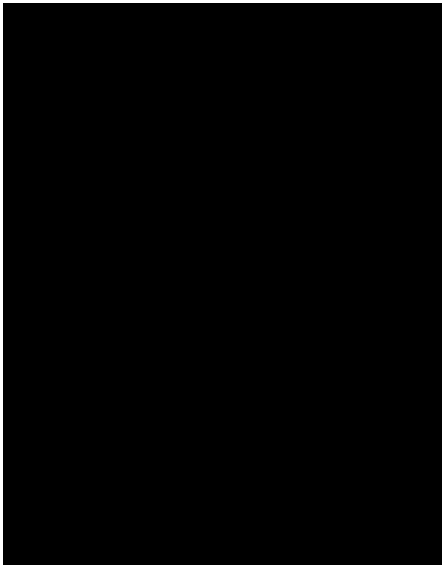
An Institute Advisory Board is headed by ARTSA Chair Martin Toomey and includes five ARTSA-i Life Members: Gary Liddle, David Anderson, Peter Hart, Gerard Waldron and Rob Perkins.

**Current Institute projects include:**

- Replacement Parts Project – to reduce the use of poor-quality parts being used for safety critical heavy vehicle parts
- Developing Truck Fires Guidance and communications program to reduce the incidence of the increasing number of costly and disruptive truck fires
- Brake Calculator Project – to provide the industry with a world leading brake calculator for accessing compliance with ADRs
- Analysis of the uptake of Performance Based Standards (PBS) vehicles in Australia
- Institute Data Analytics quarterly report on the heavy vehicle data

Ends

**For further press/media information please contact:**





## Report on the Replacement Parts Workshop

4 December 2019 VACC 464 St Kilda Road Melbourne

### Background:

This project arises from concern by vehicle industry suppliers and operators about the lack of a verifiable quality standard or measure for heavy vehicle replacement (spare) parts in Australia.

This creates a problem in that some safety and compliance-critical parts that are being supplied and fitted to in-service heavy vehicles are believed to have poor quality. Consequently, the road-using public is at risk of road trauma. Additionally, operators and drivers of heavy vehicles could be vulnerable to enforcement violations and loss of vehicle productivity. ARTSA and many other heavy vehicle industry groups have had long-held concerns regarding the lack of standards for replacement spare parts.

To address these safety concerns the most practical first step that could be taken is to raise awareness of the safety implications of choosing heavy vehicle replacement spare parts with consumers. The project will also provide a code of conduct and best practice guidelines to parts suppliers.

The project will classify replacement parts according to a risk-based system:

- 1 Safety and compliance critical.
- 2 Safety and compliance relevant.
- 3 Low risk parts.

Level 1 parts have a high-risk level because a single failure could cause a road crash or make the vehicle illegal on the road.

In the first instance, an extensive list of parts will be classified.

The project will start with Level 1 and then move onto Level 2 parts.

The guidance material will be developed as a collaborative document and involve industry groups such as the CVIAA as well as the NHVR and appropriate government departments.

ARTSA has established a Guidance Group and a Reference Group (who attended this meeting) to review the guidance materials.

### **Presentation notes:**

Peter Hart provided a presentation to provide background.

- Administrative overheads: changes to part numbers or manufacturer's name results in huge admin task to update vehicle type approvals with SARNS and CRNs
- MVSA only has jurisdiction over first use
- ACCC has power but does not use it to control quality of replacement parts (they don't see themselves as responsible for vehicle standards)
- ADR 35 and 38 have clauses that require parts to be compliant with a recognised international standard - but this is not policed, nor specified what needs to be in the standard.
  - UN ECE 90 brake standard requires parts to be within 15% of original equipment product performance.
- CE mark sets out to ensure that all products sold meet safety standards. CE marking is not required on vehicle components
- DOT marking in the US does not guarantee the parts have been tested - it is only a public declaration that the manufacturer claims compliance.
- SAE has created a database of brake components and their performance standards and approvals.
- October 2012 ARTSA Guideline on replacement parts
- Scope
  - What are safety-relevant parts
  - What are compliance-relevant parts
- NHVR supports this project and can play a role in future activities
  - VSG18 is an example of actively supporting the supply of aftermarket parts to different standards than apply to the original equipment
- Modification vs Replacement
  - Confusion on what the definitions are
  - Certification not needed for replacement - just proof that it is at OEM level (whatever that means)
  - Modifications need an AVE certificate
  - What about non-OEM brake liners, modification or replacement? Depends on the test standard that has been established by the supplier.

### **Key issues:**

- Who is responsible for ensuring that safety or compliance critical parts meet the standards?
- What parts are safety or compliance critical?
- How to communicate to end-user that parts are compliant?
- How to ensure only compliant parts are available in the market?
- How to police or regulate the market?
- How to incentivise use of appropriate parts?
- What are the standards that should be applied to replacement parts?
- Recommend to keep warranty out of the scope
- Keep recommendations in simplest terms on one page, just a few points to not overcrowd the senses and to facilitate cognition and recall (something like heart tick)

- Recommend not including the procurement process in the scope of the guidance paper

### **Proposals:**

- Voluntary certification to a best-practice standard (like ISO Quality ticks or CE mark)
- Provide framework to allow consumers to make informed decisions?
- Identify/categories for part criticality
- Identify acceptable standards for type 1 & 2 critical parts
  - What options exist for each part
  - Where are there no standards available?
  - What are the implications/overheads associated with meeting a standard?

### **Good practice:**

- Production Part Approval Process (PPAP) required for part suppliers
  - (a bit too far back in the supply chain?)
- Purchasing guidelines for consumers
  - "reputable" brands
  - "reputable" vendors
    - What does "reputable" mean?
- Supplier provides installation instructions and technical information
- Best practice manufacturing process (Labour laws), environmental standards.

### **Scope of Project:**

- Two customers (target groups) for the project.
  - Component suppliers
  - End users/consumers (procurement & installation)
    - Don't get too caught up in the different roles of end users, there is too much variability in the roles within different organisations.
- Recommendations to Regulator that legislation be drawn up that controls the supply and/or use of replacement parts to certain standards - and what consequences there are in the industry if it is not controlled

### **Next steps:**

1. Identification of stages & actions in the project including developing and agreeing on a list of safety critical components and developing a framework. (underway)
2. Develop a high-level statement - what is the project objective.
3. Consolidate reference group contact list.
4. Provide this report to the Reference group for comment.



## Replacement Parts Q&A

### **Q. What is the Replacement Parts Project?**

**A.** The National Heavy Vehicle Regulator (NHVR) has provided funding to ARTSA to raise awareness with consumers of the safety implications of choosing poor quality heavy vehicle replacement spare parts. The project will also provide a code of conduct and best practice guidelines to parts suppliers. The project is strongly supported by the CVIAA.

### **Q. What are the safety concerns with Replacement Parts?**

**A.** The industry has safety concerns over the lack of a verifiable quality standard or measure for some imported heavy vehicle replacement (spare) parts in Australia. Many safety and compliance-critical parts are being supplied and fitted to in-service heavy vehicles that are poor or unverified quality. Consequently, road users are at an increased risk of crashes or breakdowns involving heavy vehicles. Additionally, operators and drivers of heavy vehicles could be vulnerable to enforcement violations and loss of vehicle productivity.

### **Q. What are examples of safety critical parts?**

**A.** Safety critical parts include items such as brake linings and pads, steering arms, shock absorbers mechanical couplings and headlights – where if they fail – there is a very high risk of a crash.

### **Q. What are the risks in buying imported spare parts?**

**A.** Some replacement parts seem to avoid the testing and certification requirements that arise from the obligation that a vehicle continue to comply with the original Australian Design Rules. Unfortunately, Australia does not have effective regulatory controls that exclude from sale unsafe or nonconforming replacement parts that are imported into Australia.

### **Q. What are the four things consumers need to know about imported replacement parts?**

**A.** An imported replacement part in some cases might cost less, but this needs to be weighed up against:

- 1** The durability of the part could be significantly less than an approved part – costing more in workshop maintenance through more frequently replacing the worn-out imported part.
- 2** You could be legally liable for a crash caused by a non-conforming safety critical replacement part.
- 3** You could be vulnerable to claims by drivers that the vehicle was defective, and this caused a crash.



- 4 Enforcement officers are increasingly looking for unapproved parts when a vehicle is being inspected on the roadside. For example, unapproved shock absorbers on a road-friendly suspension will invalidate the basis for claiming a concessional mass limit, potentially resulting in an over-mass violation.

**Q. What can replacement spare parts suppliers do?**

- A. Suppliers can help consumers make better purchasing decisions by having a Code of Practice that they will provide information to explain the benefits of sourcing and installing quality replacement parts that meet recognised design standards. Suppliers can also explain to consumers the risks of using parts that have no reliable quality & durability status.

**Q. Does the project aim to exclude non-OEM supplied parts from the project?**

- A. No.

All parts suppliers should want to be involved by adopting Good Practice Guidelines so that consumers can be confident of getting a safe and compliant part at a good price, and the supplier is not involved in a 'race-to-the-bottom'. The good practice guidelines will be applicable to all parts suppliers.

**Q. Do governments and their departments and authorities regulate for replacement part quality and compliance?**

- A.

- The state governments are responsible for in-service vehicle regulation. Apart from requiring vehicles to continue to comply with the Australian Design Rules, state governments have not introduced specific requirements for replacement-part quality.
- The NHVR is interested in achieving better compliance by heavy vehicles with the road worthiness and compliance-worthiness standards. It has funded this project. The NHVR is also taking over roadside vehicle inspection functions, so this project could inform the NHVR.
- ACCC has some powers to mandate technical standards but leaves vehicle standards regulation to the Federal Authority, which is not responsible for in-service vehicles. It does oversee safety recalls in Australia.
- The Federal vehicle-standards regulator (in the Department of Infrastructure, Regional Development and Cities) has not power to regulate outside the national standards (which are the Australian Design Rules). It passes on complaints about replacement-part durability and quality to the NHVR.

**Q. Where can I get further information?**

- A. Visit [www.artsa.com.au/articles/index.html](http://www.artsa.com.au/articles/index.html) to get further replacement part information or contact [REDACTED].



## News Release

### Poor Quality Heavy Vehicle Parts

6 December 2019

Heavy vehicle industry suppliers and OEMs yesterday came together to tackle safety concerns over the lack of a verifiable quality standard or measure for heavy vehicle replacement (spare) parts in Australia.

Over 30 representatives met at the VACC in Melbourne to support an ARTSA project to raise awareness about poor quality replacement parts.

ARTSA Executive Dr Peter Hart said that this creates a problem in that some safety and compliance-critical parts that are being supplied and fitted to in-service heavy vehicles are believed to have poor quality. Consequently, the road-using public is at risk of road trauma. Additionally, operators and drivers of heavy vehicles could be vulnerable to enforcement violations and loss of vehicle productivity.

The National Heavy Vehicle Regulator (NHVR) has provided funding to ARTSA under their Heavy Vehicle Safety Initiative to address these safety concerns by developing information to raise awareness with consumers of the safety implications of choosing poor quality heavy vehicle replacement spare parts. The project will also provide a code of conduct and best practice guidelines to parts suppliers.

Sam Ellis from Jost Australia and ARTSA Executive said that Australian suppliers of heavy vehicle parts and components spend millions of dollars on the component testing required under Australian design rules and vehicle standards. Unfortunately, many imported components do not have to pass a similar testing regime.

In the first instance, the project will focus on safety-critical and compliance-critical parts. Consumers need to make better purchasing decisions and we will provide information that it will show the benefits of making improved purchasing decisions and the consequences of making poor purchasing decisions, Mr Ellis said.

**For further information contact** [REDACTED]  
[REDACTED]