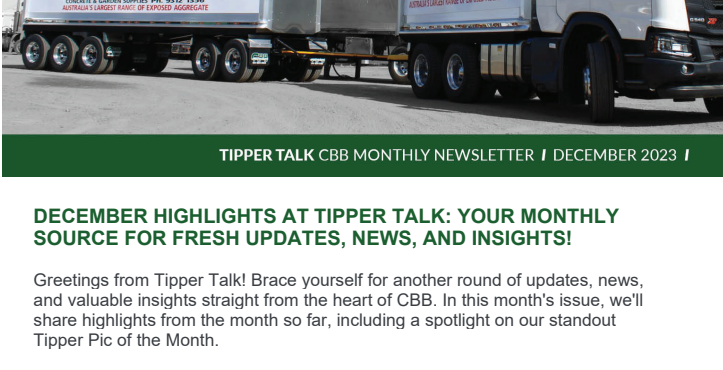




TIPPER TALK



TIPPER TALK CBB MONTHLY NEWSLETTER | DECEMBER 2023 |

DECEMBER HIGHLIGHTS AT TIPPER TALK: YOUR MONTHLY SOURCE FOR FRESH UPDATES, NEWS, AND INSIGHTS!

Greetings from Tipper Talk! Brace yourself for another round of updates, news, and valuable insights straight from the heart of CBB. In this month's issue, we'll share highlights from the month so far, including a spotlight on our standout Tipper Pic of the Month.

Curious about upcoming projects? Chat with our sales team to kickstart the conversation about your next year's endeavours! Whether you're seeking guidance, detailed specifications, or top-notch components, our dedicated team is just a message away at 03 9311 6124. We're committed to assisting you at every stage of your journey.

HAPPY HOLIDAYS AND MERRY CHRISTMAS

FROM THE ENTIRE TEAM AT CBB

We would like to inform you of our holiday closure details:

Closure will commence: Friday, 22nd December 2023
Reopen for work: Monday, 15th January 2024

On behalf of everyone at CBB, we would like to wish you a happy and safe Christmas and New Year. Thank you for your business throughout 2023, and we look forward to continuing to work with you in 2024.

LATEST NEWS

HVIA REQUEST REMOVAL OF 'TIPPER STABILITY' CALCULATION



HVIA progresses key VSB6 changes with the National Heavy Vehicle Regulatory – including formal request to remove removal of 'tipper stability' calculation. HVIA has formally requested that the NHVR remove the contentious 'tipper stability' calculation from the upcoming VSB6 update.

This request follows extensive consultation with members, including at the most-recent round of HVIA state committee meetings.

The stability calculation appears in Part 12 of Section J of the updated version of VSB6 (version 3.2), set to be in-force from the revised date of February 1, 2024. The full text of VSB6 Section J is available [here](#).

The calculation has proven to be contentious for several reasons, which include its complexity, level of detail, and the need for a unique data set that covers tyre stiffness, suspension characteristics, and chassis torsional stiffness, which is difficult to obtain.

HVIA supports initiatives to improve the safety of specific sectors of the industry through design requirements, but the chosen pathways must be workable.

Source - <https://hvia.asn.au/hvia-request-removal-of-tipper-stability-calculation/>

NHVAS FATIGUE MANAGEMENT REQUIREMENTS FOR DRIVERS

Attention to drivers adhering to NHVAS Fatigue Management regulations:

Drivers operating under National Heavy Vehicle Accreditation Scheme (NHVAS) Basic Fatigue Management or Advanced Fatigue Management hours are mandated to possess an updated medical certificate.

In the absence of a current medical certificate, drivers must revert to Standard Hours and are likely to be compelled to observe a 48-hour rest break before resuming Standard Hours.

It is crucial for drivers situated in remote and regional areas to proactively schedule their doctor's appointments well in advance to secure a renewed medical certificate, given that appointments in these areas may be limited.

For detailed information regarding eligibility requirements, please visit www.nhvr.gov.au/safety-accreditation-compliance/national-heavy-vehicle-accreditation-scheme/eligibility-requirements.

NEW PAGE: ROAD TRAIN SPEEDS

Industry feedback has highlighted a prevailing challenge in comprehending the prescribed maximum speed limits for road trains and discerning which vehicle combinations fall under the 'road train' classification.

Responding to this feedback, the NHVR has inaugurated an intuitive and streamlined webpage designed to aid road train operators and drivers in grasping the maximum speed limits specified by state legislation.

The new road train speed limit webpage serves as a comprehensive replacement for the information formerly accessible through the National Road Train Notice Operator Guide.

It is crucial to note that speed limits are not within the NHVR's purview; instead, they are determined by the respective road authorities of each state and territory.

This user-friendly webpage succinctly outlines the maximum speed limits, with a specific emphasis on states participating in the National Class 2 Road Train Notice.

Additionally, the webpage furnishes guidance pertaining to Performance-Based Standards (PBS) vehicles falling under the road train definition, including PBS A-doubles.

For more detailed information, please visit the [webpage](#).

THE IMPACT OF INCORRECT TYRE PRESSURE ON WEAR

THE CRITICAL ROLE OF TYRE PRESSURE IN MINIMIZING WEAR AND MAXIMIZING EFFICIENCY IN THE TRUCKING INDUSTRY

The majority of individuals in the trucking industry are well aware that improper tyre pressure leads to accelerated tyre wear, with a direct connection between tyre pressure and wear. What may surprise many, however, is the significant impact even a minor five-psi difference can have, particularly in the context of dual wheel sets.

Uneven or incorrect tyre pressures stand out as the most prevalent preventable cause of excessive tyre wear. Inadequate pressure results in heightened and irregular wear, increased fuel consumption, and compromised handling. It's not uncommon for operators to maintain fleet pressures above recommended levels to sidestep issues arising from low pressures. Nevertheless, excessively high pressure can induce uneven wear and is linked to an elevated risk of punctures and cuts.

Determining the appropriate tyre pressure involves consulting the recommendations provided by the tyre manufacturer, considering factors such as type, application, size, and expected load. Simply adhering to a universal pressure like 95 or 100 psi does not guarantee optimal ride quality, wear resistance, or longevity. In many cases, the ideal pressure may hover closer to 85 psi.

A study by the U.S. Federal Motor Carrier Safety Administration (FMCSA) uncovered that 41 percent of surveyed tires were under-inflated by at least five psi, while 31 percent were overinflated by five psi or more. Furthermore, a substantial 72 percent of dual tyres exhibited mismatched pressures of five psi or greater, a significant contributor to severe tyre wear issues.

The impact of a mere five-psi difference becomes pronounced, particularly in dual wheel setups. Such a variance between commercial vehicle dual tires can translate to a 6mm difference in tyre circumference. For context, a typical commercial trailer tyre completes about 310 revolutions per kilometer. This difference in diameter causes the tyre with lower pressure and a smaller rolling diameter to intermittently skip, striving to maintain pace with the adjacent tire. Over a span of 100,000 kilometers, this smaller tire will traverse that 6mm gap approximately 31 million times, equivalent to 186 kilometers. Consequently, this skipping action over the roadway results in scrubbed tires and the formation of uneven wear patterns. [More information](#)

Source - powertorque.com.au

LATEST BUILD

Steve got an early Christmas surprise - a cool Triaxle Aluminium Chassis Tip Semi Trailer! Check out this good - looking rig! Great work from the team to get another awesome one on the road!

Another proudly built trailer from [Chris's Body Builders](#)



CBB Product Range

SPARE PARTS

GRAB THE LIMITED EDITION CBB TRUCKERS CAP! FREE SHIPPING ACROSS AUSTRALIA!

Get ready for style like never before with our brand-new LIMITED EDITION Country Truck Cap, available now on the CBB online store. Act fast because these special caps are in limited supply, and we're offering FREE SHIPPING all across Australia!

Created by Country Trucked Caps, our LIMITED EDITION Country Truck Cap features a cool embroidered design capturing the country vibe. It's super comfy with adjustable sizing, ensuring it fits just right. Plus, it keeps you cool in hot weather. Made from 100% Cotton, it's soft and breathable.

Don't wait – our last batch sold out in weeks. Visit our online store now to grab your LIMITED EDITION Country Truck Cap. Once they're gone, they're gone!



BUY NOW

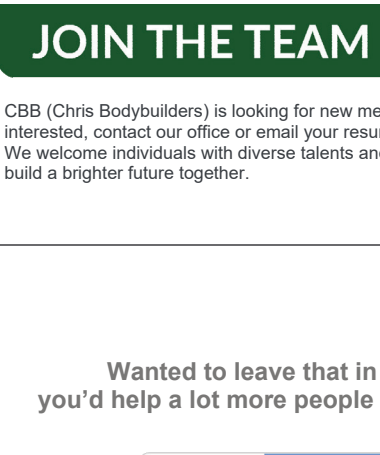
TIPPER PIC OF THE MONTH

'TIPPER PIC OF THE MONTH'

We're thrilled to share a exciting photo that Kelly Logistics sent in, your extraordinary photograph, has been chosen for the month of December. Congratulations!

For those who may not be familiar, each month at CBB, we handpick a remarkable image from our community of contributors. Your photo could be prominently featured in our "Tipper Talk Monthly Newsletter," showcased across our vibrant CBB social media platforms, and even earn a coveted spot on the wall of fame in our workshop. This is your opportunity to stand out and inspire fellow contributors!

Please send your photos to info@chrisbodybuilders.com.au. We can't wait to highlight your exceptional work!

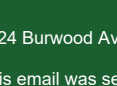


TIPPER PIC OF THE MONTH: WHERE EVERY TIP TELLS A STORY

JOIN THE TEAM

CBB (Chris Bodybuilders) is looking for new members to join our community. If you're interested, contact our office or email your resume to info@chrisbodybuilders.com.au. We welcome individuals with diverse talents and perspectives. Join CBB, where we build a brighter future together.

Wanted to leave that in a Google review, you'd help a lot more people like yourself to find us.



Click here to leave us a review on Google!

THANK YOU

Chris Body Builders

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