

# 1. Introduction

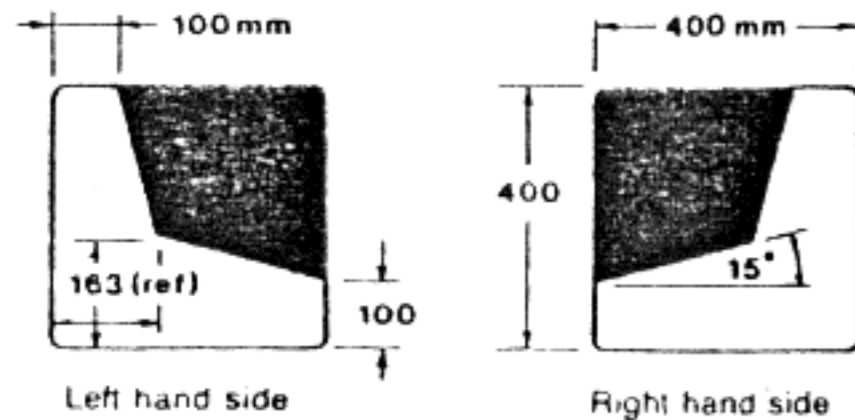
In line with a national rule approved by the Australian Transport Advisory Council, the N.S.W. Motor Traffic Regulations require that on and after 1st July, 1986, all vehicles with gross vehicle mass of 12 tonnes or more, must be fitted with two retroreflective rear marking plates. These vehicles are over-represented in serious crashes, particularly those involving rear underrun, and there is evidence that one of the causes of this is the tendency of other drivers to misjudge the slower speed of heavy vehicles and to leave their braking until too late. The marking plates provide early warning of these vehicles and will give drivers better indication of closing speed, particularly in poor lighting conditions.

This requirement applies to trailers which are hauled by trucks or prime movers with gross combination mass of 12 tonnes or more. It does not apply to route buses used solely in urban areas.

Prime mover and semi-trailer combinations must display the plates at the rear of the semi-trailer. When a prime mover is used without a semi-trailer, marking plates must be fitted to the rear of the prime mover. Marking plates are not a pre-requisite for registration of a prime mover, however, owners of prime movers must ensure that their vehicles are fitted with the plates when used on public roads without trailers.

# 2. Design Requirements

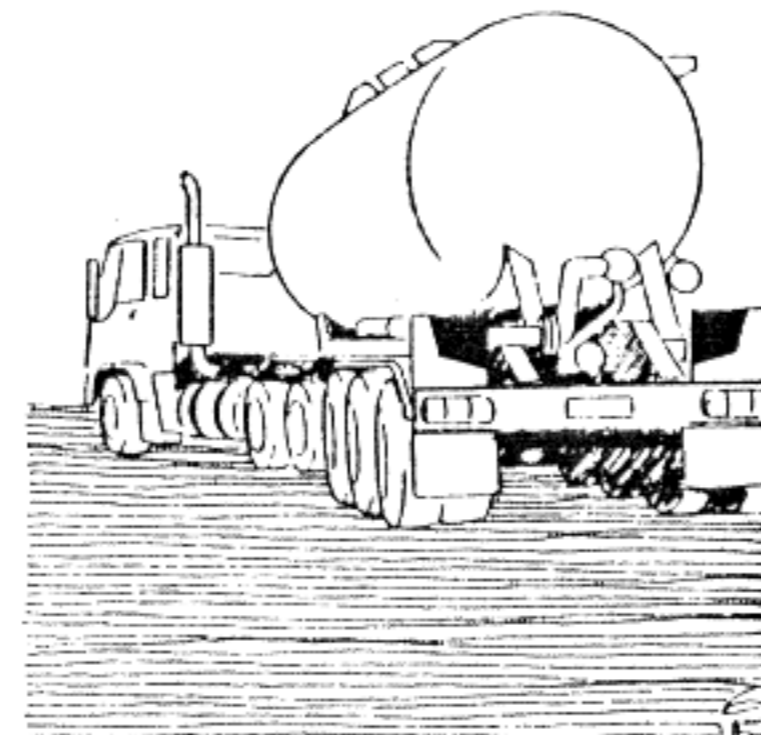
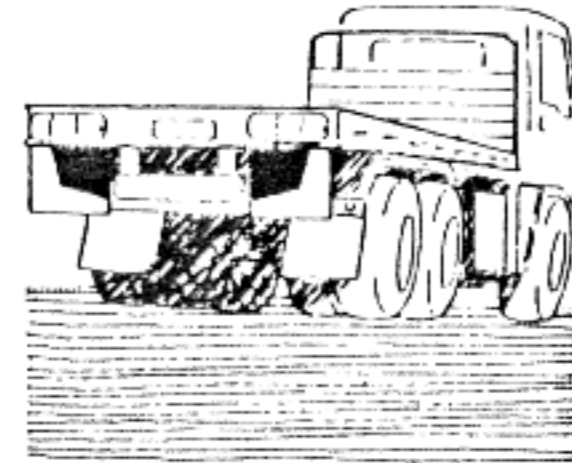
Dimensions, graphics and colours of the rear marking plates are shown in the diagram. Plate dimensions may not vary by more than 5mm from the dimensions specified.



The surface of the plates must be retroreflective material which meets Australian Standard AS 1906 Class 2. (This is similar to the material used on number plates and some road signs.) Each plate must be marked with the maker's name, and the standard of reflective material. When buying a pair of plates, make sure that this information is provided on each of them.

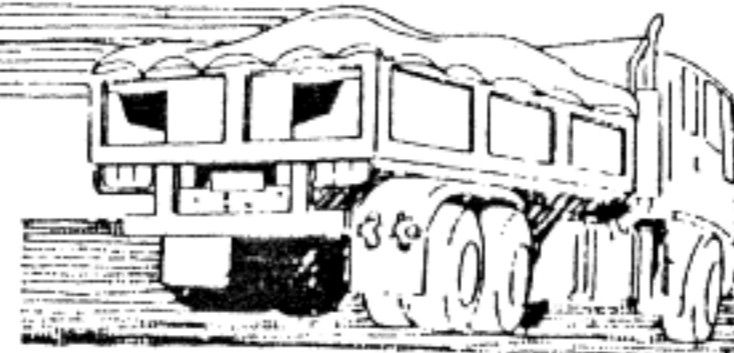
# 3. Installation Requirements

- A marking plate must be attached to each side of the rear of the vehicle;
- plates must face rearwards and must not be inclined more than 20° from the rearward facing direction;
- the plates must not block any compulsory lamp fitted to the vehicle;
- the plates may not project past the outer edge of the vehicle;
- plates must be arranged so that the yellow portions appear on the outer and lower edges;
- the lower edge of each plate must be horizontal and not higher than 1.5m nor less than 400mm from the ground. The plates must be the same height above the ground;



- the outermost edge of each plate must be within 150mm from the outer edge of the vehicle;
- the plates must be fixed firmly in position;
- the plates must not be obscured by any loading or equipment of the vehicle;

- plates should be mounted as high as possible to give following drivers the earliest possible warning of a truck's presence on the road.



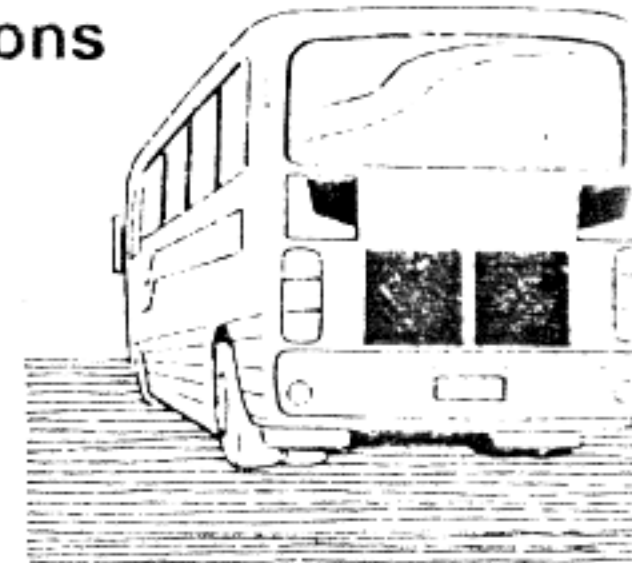
# 4. Alternative Arrangements

Where it is not possible to fit marking plates in the prescribed locations because of the way a vehicle is built, they may be fitted in different locations. If there is no practical alternative, the style of the plate may be changed to suit the vehicle. The approved alternatives are shown below.

Total exemption from the use of marking plates is not available.

## 4.1 Alternative Locations

Where it is necessary to choose alternative mounting locations, the plates may be fitted closer to the centre of the vehicle or above the maximum specified height. However, they must on no account be more than 500mm from the outer edge of the vehicle or more than 2.0m above the ground.



If the plates cannot be mounted at the extreme rear of the vehicle, they may, for example, be attached to mudguards under the trays or bodies of vehicles provided that they can be seen from a point located 100m behind the vehicle and 1.5m above ground level.

On vehicles with skeleton structures, such as car carriers or trailers, plates can be attached to fabricated supports well clear of the load or to moveable panels which can be swung aside for loading (similar systems are used on vehicles such as boat trailers to mount number plates and rear lamps). Car carriers with tip-up loading ramps can have the marking plates attached to the underside of the ramps.

Where it is necessary to mount plates across the edges of moveable or open panels, the plates may be cut in two and attached to adjacent panels, provided the gaps between the portions are not wider than 25mm. It will be acceptable when cutting plates, to remove a strip of material (not wider than 10mm) along the line of the cut, so that the overall dimensions of the plates can be maintained. Alternatively, the sections can be moved apart. Typical examples of cut plates are shown overleaf.