



Standards for Buses requiring Power-Train Retarders

Heavy buses carrying school students on a no standing passenger road

Section 27 of the *Transport Operations (Passenger Transport) Standard 2010* (the Standard) requires an operator of a **relevant service** to only use vehicles suitable to provide the service.

Part 5 of Schedule 1 of the Standard specifies requirements for a heavy bus travelling on a **no standing passenger road** and carrying school students on a **general route service**, or a **school service**, on a journey that is, or is part of, a journey that is to or from a school. The operator must ensure:

- the bus is fitted with a power-train retarder
- the driver is trained in the use of the power-train retarder
- the bus must be single-decked
- the bus must comply with ADR 59/00
- if the bus is being used to provide a school service, each passenger seat fitted to the bus must comply with ADR 68/00.

Definitions:

Relevant service means a public passenger service for which operator accreditation is required.

No standing passenger road means a road notified by the chief executive, by gazette notice, as a road on which a bus must not carry standing passengers.

General route service means a scheduled passenger service available to the public for general purposes or a scheduled passenger service available to any person if the person pays a subscription or a membership fee that is paid principally for the service.

School service means a scheduled passenger service only or primarily for the transport of school students to and from school (other than for school excursions) on days that schools are open for instruction.

What is a power-train retarder?

A power-train retarder is a device, other than the **service brake**, fitted to a bus, that:

- can be turned on and off from the driver's normal driving position by a switch fitted to the bus; and
- when turned on:
 - operates on the bus's power-train; and
 - would enable the bus's driver to keep the speed of the bus, as controlled by the power-train retarder, or by the power-train retarder and minor braking using the bus's service brake, at or under the **required speed** at the point on the road where the bus is travelling if the bus is or were to be loaded to its gross vehicle mass (GVM).

Examples of devices that operate on the power-train of a bus:

- driveline retarders, for example, hydraulic (hydrodynamic) retarders
- electromagnetic retarders, commonly known as eddy current brakes
- engine brakes, commonly known as Jake brakes.

Definitions:

service brake means the foot-operated brake normally used to decelerate the bus.

required speed means:

- the speed shown on an advisory speed sign from where the sign is installed on a road to the end of the bend, steep descent or other hazard for which the sign is installed; or
- the speed limit applying if no advisory speed sign is installed on the road.

Additional information

The information contained in this bulletin has been produced as a guide to assist in the understanding of the legislation and policy. Clarification of any information in this bulletin may be obtained from The Department of Transport and Main Roads by contacting your local Passenger Transport office of the Department.

This bulletin is an interpretation of the relevant Acts, Regulations and Standard and should not be used as a reference to a point of law.

Copies of the *Transport Operations (Passenger Transport) Act 1994*, *Transport Operations (Passenger Transport) Regulation 2005* and *Transport Operations (Passenger Transport) Standard 2010* can be purchased from GoPrint.

The legislation may be viewed on the internet at www.legislation.qld.gov.au. Additional information about public passenger services is available on the Department of Transport and Main Roads internet site at www.tmr.qld.gov.au/information_bulletins.