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AS 1348.3—1992

Australian Standard®

Road and traffic engineering—Glossary of terms

Part 3: Transport operation

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Association of Consulting Engineers, Australia

Australian Local Government Associations

AUSTROADS

Commercial Vehicle Industry Association of Australia

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PREFACE

This Standard was prepared by the Standards Australia Committee on Transport Planning and Operation at the request of AUSTROADS.

This Standard is Part 3 of a multi-part Standard which covers engineering terms. The other Parts are as follows:

Part 1: *Road design and construction*

Part 2: *Traffic management*

Part 4: *Transport planning*

The Standard lists alphabetically the terms ordinarily used in transport operations but it is not exhaustive.

The format of the glossary is as follows:

(a) Preferred terms are printed in bold type and are accompanied by definitions. Where there is more than one definition for a preferred term, the definitions are numbered.

(b) Non-preferred terms are printed in light type and are cross-referenced to the relevant preferred term, e.g., airlift axle ... *See* retractable axle.

(c) Preferred terms relating to a common subject are grouped under an appropriate headword and are also listed individually, the individual listing being cross-referenced to the head word, e.g., 'close coupled axle group' is cross-referenced to 'axle group' under which headword the definition appears.

(d) Where a preferred term is associated with another preferred term or terms, a cross-reference is made. For example, the definition for 'brakes' is followed by '*See also* control line, control signal *and* control system'. Likewise, the definition for 'control line' is followed by '*See also* brakes, control signal *and* control system' *and* 'control signal' by '*See also* brakes, control line *and* control system' *and* that for 'control system' by '*See also* brakes, control line *and* control signal'.

A list of the preferred terms is given in Appendix A.

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STANDARDS AUSTRALIA

Australian Standard
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Part 3: Transport operation

Term	Definition
adjustable suspension	Suspension capable of providing adjustment of the trim height of a vehicle by virtue of special design features built into the suspension system other than the trim height differences that may be caused by load variations.
aggregate trailer mass	Total mass of the laden trailer when carrying the maximum load recommended by the manufacturer. This will include any mass imposed onto the drawing vehicle when the combination vehicle is resting on a horizontal surface.
airlift axle	*See* retractable axle
alighting	The act of leaving a public transport vehicle (other than a ferry).
anti-lock brake system	Portion of a service brake system that automatically controls the degree of rotational wheel slip relative to the road at one or more road wheels of the vehicle during braking.
approach angle	Smallest angle, from the side view of a vehicle, formed by the level surface on which the vehicle is standing and a line tangent to the radius arc of the static loaded front tyre and touching the underside of the vehicle forward of the front tyre.
articulated bus	*See* bus
articulated vehicle	Combination of prime mover and semitrailer.
Australian Design Rule (abbreviation **ADR**)	An Australian Design Rule for motor vehicle safety and emissions as endorsed by the Australian Transport Advisory Council.
automated guideway transit	All transportation systems in which unmanned vehicles run on fixed guideways along an exclusive right of way.
Automatic Vehicle Identification (AVI)	Addition of markings or other devices to a vehicle to allow the vehicle to be uniquely identified by automatic scanning equipment.
average deceleration	Number determined by dividing the square of the initial vehicle speed by twice the stopping distance expressed in compatible units.
axle group close coupled axle group	(*See also* centre of an axle group) 1 Two axles with centres not more than 1.0 m apart which are to be regarded as equivalent to a single axle. 2 Three axles with centres not more than 2.0 m apart which are to be regarded as equivalent to a tandem axle group. 3 Four or more axles with centres not more than 3.2 m apart which are to be regarded as equivalent to a triaxle group.
quadaxle group	Combination of four axles with a load sharing system.
single axle	Either one axle or two axles with centres between transverse, parallel, vertical planes spaced less than 1.0 m apart.
tandem axle group	Combination of two axles which are not less than 1.0 m and not more than 2.0 m apart.
triaxle group	Combination of three axles in which the front and rear axles are not less than 2.0 m and not more than 3.2 m apart.
twin steer axle group	Combination of two axles, with single tyres, which are fitted to a motor vehicle connected to the same steering mechanism and not less than 1.0 m and not more than 2.0 m apart.
widespread tandem axle group	Combination of two non-steerable axles whose centres are located outside two transverse vertical parallel planes 2.0 m apart.

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