

CERTIFICATE *of* ACHIEVEMENT

THIS ACKNOWLEDGES THAT

JOHN DOE

HAS SUCCESSFULLY COMPLETED THE

HMAS Nirimba – TAFE T14, Quakers Hill NSW – Lane Change Maneuver Training

(Lane-Change Track Dimensions)
(Marking of the Lane-Change
Track)

(Track Surface & Ambient
Conditions)

(Vehicle Test Tare Mass Requirements)
(Test criteria & Vehicle Test mass
Requirements)

(Test Assessment & Reporting)

11/05
2021

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Australian Ultimate Suspension Pty Ltd



Training Course Introduction

This training program outlines objectives and requirements for vehicles with altered *ride height* or modified suspension systems for verification of vehicle stability and road handling during the lane change maneuver test (Code LT2 VSB14) *Note: These tests are applicable only to vehicles with a Gross Vehicle Mass (GVM) up to and including 3.5 tonne.*

Scope

1. Check and measure the vehicles ride height by measuring the distance from the axle height to the top of the wheel arch and calculate the modified ride height from the sum of the OEM suspension heights specified in the RVDS specification for the vehicle being tested.
2. Confirm the lane change test rack segment dimensions according to the width of the vehicle under test as detailed in the Table LT2-1 VSB 14).
3. Marking of the Lane-Change Track with cones complying with figure LT2-1 and placed at points specified in Figure LT2-2 VSB14).
4. Verification of testing equipment used is appropriate to measure and record test critical data. The speedometer should not be used, instead a device such as a fifth wheel or GPS for measuring speed. Additional instruments may be used such as for acceleration and deceleration, vehicle roll to assist in assessing the vehicles performance.
5. Ensure the Vehicle Test Tare Mass is correct and equipped with all the standard optional equipment. (Test 1: Tare weight + 68kg. Test2: Passenger Vehicle (68kg+13.6) x No of Seats, Goods Vehicle load up to Tare Mass).
6. Note the ambient conditions as wind speeds must not exceed 3m/sec (11km/h).
7. Engagement of a professional driver to perform and negotiated lane-change track testing.
8. Test track speed insuring safety of all concerned the driver should not commence testing at a speed not exceeding 80km/h. Test speed to be incrementally increased up to the maximum test speed as the test driver and signatory deem safe to do so. Test speed increments must not exceed =5 km/h as stated in LT testing procedures 2.2 VSB14. (110km/h +/- 3km/h for MA Vehicles, 100km/h for all other vehicles.)
9. Recording of the testing results.
10. Final assessment of testing results and feedback from the test driver to determine the ride height modification has performed during the lane testing which preserves the quality of steering controls safe and not unstable in conditions reasonably expected to be uncounted during normal road travel.
11. Final Documentation of the lane-change testing criteria as set put in the Lane – Change Manoeuvre testing check list LT2 VSB14