

PBS EXP 11 - 5-axle truck

Approval under section 9(1)(b)(i) of the Heavy Vehicle (General) National Regulation – Noncompliance

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The type of heavy vehicle:	5 Axle Truck (Level 1)
The standard/s under the Standards and Vehicle Assessment Rules that a vehicle built to the design may not comply with:	Frontal Swing (C8a) Standard: 850mm This vehicle design: 940 mm (exceedance of 90mm)
Reasons why the non-compliance will not pose any additional risk to safety or infrastructure if the particular conditions are imposed and complied with.	<p>The Regulator undertook a risk assessment before determining its support for the design. The Regulator concluded that although a heavy vehicle built to the design would not comply with Maximum of Difference (C8b) under the Standards and Vehicle Assessment Rules, it would not pose any greater risk than a heavy vehicle that did comply with the standard for the following reasons:</p> <ul style="list-style-type: none"> • It exceeds the requirements of Low-Speed Swept Path (C7) in a way that offsets the failure to comply with Frontal Swing (C8a). (Standard: 7.4m; This vehicle: 5.3m) • Because of its 1900mm margin for Low Speed Swept Path (C7) 26% better than standard, despite its non-compliance with C8a 11% worse, the vehicle will require less road space than other vehicles that comply with Level 1 standards and the noncompliance is in the driver’s line of sight making the increased frontal swing easy to manage. <p>The vehicle is outside of HNVR’s Policy, PBS Section 9 Exemption frontal swing. The policy is based on a general risk assessment on the noncompliance and the policy is established to ensure equity of decisions and the safety of vehicles approved. While this vehicle is outside of policy it is consistent with the principles of policy. It is considered that the good Low-Speed Swept Path (C7) of this vehicle means that the vehicle will not pose increased risk.</p>