

## PBS EXP 22 - 3-axle pm tri semi

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

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The type of heavy vehicle:	3-axle pm tri semi (Level 2)
The standard/s under the Standards and Vehicle Assessment Rules that a vehicle built to the design may not comply with:	<p>Maximum of Difference (C8b)</p> <p>Standard: 400mm</p> <p>This vehicle design: 500 mm (exceedance of 100mm)</p>
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"> <li>• It exceeds the requirements of Low-Speed Swept Path (C7) in a way that offsets the failure to comply with Maximum of Difference (C8b). (Standard: 8.7m; This vehicle: 7.4m)</li> <li>• It exceeds the requirements of Frontal Swing (C8a) in a way that offsets the failure to comply with Maximum of Difference (C8b). (Standard: 0.85m; This vehicle: 0.64m)</li> <li>• Because of its 1300mm margin for Low Speed Swept Path (C7) and 210mm margin for Frontal Swing (C8a), it will operate comfortably within Level 2, despite its non-compliance with C8b and will require less road space than other vehicles that comply with Level 2 standards.</li> <li>• The vehicle could be made to fully comply by installing a bulbar; however, Low-Speed Swept Path (C7) and Frontal Swing (C8a) would towards the level 2 limit. The benefits higher performance in C7 and C8a would be lost by fixing the minor non-conformance with Maximum of Difference (C8b).</li> </ul>