

# Information for PBS Assessors and Certifiers | IPAC-13

Audience: Assessors and Certifiers

## Implementation of the generic tyre approach

This IPAC provides information and advice for Assessors and Certifiers regarding the implementation of the generic tyre approach.

### Background

After extensive consultation with stakeholders, the generic tyre approach was endorsed by Ministers in May 2021 and will be introduced from **1 December 2022**. From this date, prescriptive nomination of specific brand and model of tyres is no longer required on a PBS Vehicle Approval (VA). This guide provides specific information about:

- Specifying generic tyre inputs through the existing Part B form
- Permissible conditions that may be proposed by PBS Assessors
- Key information for use by Certifiers

### Transition

To assist Assessors and Certifiers, there will be a transitional period between 1 December 2022 and 28 February 2023 during which PBS Design Approval (DA) applications can be submitted using either the existing method or the generic tyre approach.

From **1 March 2023** DA applications using the existing tyre approach will not be accepted.

### Design approval applications during transition

Assessors will not see any change to the Part B form from 1 December 2022. Assessors using the generic tyre method, are required to replace the existing tyre table with the generic tyre table (see Table 1 below) for each axle position in the Part B form.

**Table 1 Example table to nominate generic tyre properties**

Tyre Size	Minimum Load Index	Tyre Configuration	Generic Tyre Dataset used in assessment*

\*The minimum load index specified is to be from within the range of the generic tyre dataset used in the assessment.

**Note:** Assessors that opt to use the existing method should complete the Part B as per normal.

### Retread tyres

Under the generic tyre data approach, retread tyres may be used. The approved tyre options table will specify the axle positions where a retread tyre is permitted.

This means that the retread tyre tables on the existing Part B form are no longer required.

**Note:** The use of retread tyres is not permitted on the steer axle of a motor vehicle.

### Vehicle approval applications

From 1 December 2022, where there is a generic tyre list on the Part B, certifiers only need to confirm that the tyres fitted meet the size/s, minimum load rating index and configuration (single/dual) requirements for each axle position.

**Note:** Where a generic tyre list is provided on the Part B, the vehicle may only be certified if the above requirements related to tyre size/s, minimum load rating index and configuration (single/dual) are met.

Certifiers will have the following options where there is a non-generic tyre list that provides brand and model on the Part B:

- **Option 1** - Where the tyres fitted (for the relevant positions) **are listed** on the Part B, or an ASO approved prior to 1 December 2022:
  - You shall certify per the existing process (i.e., as you would have prior to 1 December 2022 with specific brand and model of tyres).
- **Option 2** - Where the tyre/s fitted (for the relevant positions) **are not listed** on the Part B, or an ASO approved prior to 1 December 2022:
  - You must request a copy of the generic tyre list for that design by contacting the PBS Design team. Please note this will take 3-5 business days.
  - You will need to attach the supplied generic tyre list to the Part B as part of your application through the NHVR Portal.

**Note:** For Option 2, Certifiers are required to record the tyre size/s, configuration and load rating index requirements for relevant axle positions when certifying the vehicle.

## Adding Tyre Sizes

In relation to amending/including additional tyre sizes:

- From 1 December 2022, an Assessor must submit an application to amend/vary a DA in accordance with the existing approval process (all such applications will only be accepted through the NHVR Portal).

**Note:** From 1 December 2022, applications to update specific brands and models of tyres on an existing VA will no longer be accepted.

## Using the generic tyre approach

The *PBS Standards and Vehicle Assessment Rules* have been amended to include 'Appendix N Generic Tyre Data Standard' and enabling provisions. Appendix N includes standardised tyre properties for use when undertaking a PBS Assessment.

For common tyre sizes on the Australian market,

Table 2 provides suggested generic tyre datasets recommended to be used when undertaking a PBS assessment.

**Table 2 Suggested minimum generic tyre datasets**

Tyre Size	Suggested minimum generic Tyre Dataset for use in PBS assessment
11R22.5	Generic Tyre Dataset 4
275/70R22.5	Generic Tyre Dataset 4
295/80R22.5	Generic Tyre Dataset 6
305/70R22.5	Generic Tyre Dataset 6
315/70R22.5	Generic Tyre Dataset 6
385/65R22.5	Generic Tyre Dataset 8

## Supplementary advice to Appendix N

### Calculation of rolling radius

Where a simulation environment uses unladen tyre radius as an input value, the following calculation may be used in place of the calculation specified in 'STEP 4' of Appendix N:

$$R_r = 0.5D$$

Where:

D is the 'new tyre overall diameter' as stated in *The Tyre and Rim Association of Australia - Standards Manual*. Tolerances allowed for tyre manufacture are not to be applied, 'new tyre overall diameter' as stated in the tables shall be used.

'New tyre overall diameter' for 'highway tread' shall be used for all tyre positions except for drive axle in which case the 'New tyre overall diameter' for 'traction tread' shall be used.

The Assessor may determine an appropriate laden static and rolling radius. The Assessor is to record any such calculations and retain these for at least 5 years in accordance with Rule 20(1)(a).

## Operating conditions

The nomination of tyre brand and model **will not** be considered as an acceptable operating condition under the generic tyre data approach.

Acceptable tyre related operating conditions include the use and performance of low rolling resistance tyres

### Low rolling resistance tyres

Assessors may nominate the use of low rolling resistance tyres as these tyres may offer performance benefits to certain PBS combinations.

Where low rolling resistance tyres are listed on the Part B form, Assessors must include an operating condition requiring the operator to carry sufficient evidence to prove that the tyre fitted is a low rolling resistance tyre.

This is because while low rolling resistance tyres continue to become more readily available in the Australian marketplace, there are currently no mandatory marking requirements for these tyres.

## Contact

When seeking to specify operating conditions as described in this IPAC, the Assessor or Certifier should contact the PBS Design team ([PBSDesigns@nhvr.gov.au](mailto:PBSDesigns@nhvr.gov.au)) to discuss the proposed conditions prior to submitting an application

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## IPAC13: Revision history

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