

Updates to the PBS pre-advised design approval process

This information sheet provides guidance about the recent extension of the PBS pre-advised design approval process to include combinations carrying dangerous goods.

From 22 July 2019, the following additional combination types will also be eligible to access this process:

- Any combination type normally eligible for the pre-advised process, including those combinations carrying dangerous goods.

Qualifying combinations

The following types of PBS combinations, including combinations carrying dangerous goods, are currently eligible to access the pre-advised approval process:

- Level 1, 3- or 4-axle truck and 3- or 4-axle dog combinations up to 20m long and 50.5t GCM
- Level 2, 3- or 4-axle truck and 3- or 4-axle dog combinations up to 20m long and 62t GCM
- Level 2, 3- or 4-axle truck and 5- or 6-axle dog combinations up to 26m long and 73t GCM
- Level 1, 3- or 4-axle prime mover and single, tandem, tri or quad-axle semitrailer combinations up to 20m long and 50.5t GCM
- Level 1, B-doubles fitted with tandem or tri-axle groups up to 20m long and 50.5t GCM
- Level 2, B-doubles fitted with tandem or tri-axle groups up to 26m long and 68.5t GCM
- Level 2, A-doubles with single, tandem or tri-axle semitrailers and tandem or tri-axle dollies up to 30m long and 85t GCM
- Level 3, A-doubles up to 36.5m long and 95.5t GCM
- Level 2, 3- or 4-axle prime mover and tri or quad-axle semitrailer combinations up to 26m long and 55t GCM
- Level 1, B-doubles fitted with single, tandem, tri or quad-axle groups up to 20m long and 50.5t GCM
- Level 2 or Level 3, B-doubles fitted with single, tandem, tri, or quad-axle groups up to 30m long and 82t GCM

Note: combinations seeking Level 1 approval are restricted to a maximum of 20m and 50.5t.

Non-qualifying combinations

The following combinations are excluded from the pre-advised process:

- 6-axle dog combinations and B-double combinations with Tri-Tri, Quad-Tri, and Quad-Quad axle groups not complying with X-Y Rule as defined in Schedule 6, Section 10 of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation*. This rule is commonly known as the clear spacing rule
- combinations requiring exemption under section 8 (noncompliance with infrastructure standards) and/or section 9 (noncompliance that poses no additional risk) of the *Heavy Vehicle (General) National Regulation*
- drive axle groups other than tandem-axes
- road train combinations such as a-triple, b-triple, ab-triple, ba-triple, a-quad and b-quad
- combinations with non-compliant axle groups

Combinations types that fall under one of the above exclusions will be processed via the ordinary PBS design approval process, which requires submission to the Panel.

PBS pre-advised process - Background

The *Heavy Vehicle National Law* requires any application for a PBS Design Approval to be submitted to the PBS Review Panel (the Panel) for review and advice. To simplify this approval process, the National Heavy Vehicle Regulator (NHVR) and the panel have approved some well-known PBS designs to be 'pre-advised'. This allows the NHVR to assess and issue a Design Approval without submitting the application to the Panel.

A pre-advised design approval trial was initially introduced in March 2017. The process was later reviewed by the Panel who concluded that the process was robust and offers substantial benefits.

To date, most major combination designs have been pre-advised by the Panel; it is estimated that over 90% of all PBS design applications will qualify for approval under the simplified pre-advised design approval process.

Since the commencement of the pre-advised design approval trial in March 2017, application processing times for applicable vehicle types have reduced on average from 4 weeks to three business days.

Panel objections

The Panel may object or advise against an application that was approved under the pre-advised design approval process, even though a Design Approval has been issued. In this case, the NHVR may be required to revoke the approval and assess the application through the ordinary design approval process.

Modifications to pre-advised Design Approvals outside of the pre-advised specifications will be processed in accordance with the ordinary design approval process.

Changes to the PBS Design Approval Application Form – Part A

PBS Design Approval Application Form – Part A has been updated to accommodate the additional types of PBS combinations included in the pre-advised process.

Design Approval Application forms can be found on the NHVR's website at <https://www.nhvr.gov.au/road-access/performance-based-standards/application-process-and-forms>.

Lodging a design application to the NHVR

When lodging a design approval application, the assessor is to indicate that an application qualifies for the pre-advised design approval process by:

- including '(PA)' for pre-advised in the subject line and the body of the email; and
- selecting 'Yes' in the appropriate pre-advised specifications table in the PBS Design Approval Application Form – Part A.

For more information:

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