

IPAC-14 | ATM Reductions

Audience: PBS Assessors and Certifiers

This IPAC provides advice to PBS Assessors and Certifiers to ensure a consistent approach for Aggregate Trailer Mass (ATM) reductions.

This includes requirements for:

- PBS Assessors when specifying minimum ATM value in the Part B; and
- PBS Certifiers when dealing with ATM reductions at the certification stage.

This IPAC comes into effect from 1 August 2023.

Summary

To facilitate compliance and ensure safe operation and loading of PBS combinations, the PBS Vehicle Approval (VA) mass shall not exceed the maximum manufacturer's rating for all units in a PBS combination.

Where an ATM of an as-built vehicle is less than the minimum value specified in the Design Approval (DA), appropriate restrictions must be applied to the as-built combination to ensure that the manufacturer's rating is not exceeded.

Please note: This IPAC does not apply to Truck and Dog combinations.

For Dog trailers, the existing mass reduction method will continue to apply – the NHVR will lower the maximum total trailer mass as part of certification check, which is then reflected in the mass table on the VA.

Specifying ATM requirements in Part B

For designs where a lower ATM rating is acceptable, PBS Assessors are required to specify a method in the Part B for determining reduced masses.

The reduction method is to be determined by the Assessor and may include restriction of axle group masses, and/or the total combination mass, payload mass restriction and imposition of operating conditions.

If a reduction method is provided in Part B, the NHVR will use this method to determine the mass reductions and translate the adjusted masses to the VA. If additional operating conditions are imposed by the Assessor, those will also be translated onto the VA.

Specifying ATM requirements in ASO

Where it is impractical to set such a method in the Part B, the Assessors may choose to address the ATM reductions via an Assessor Sign-Off (ASO). In this case, the Part B must state that the reduced ATM is acceptable, and the adjusted masses are to be determined by the Assessor and provided to NHVR at the certification stage via an ASO.

New, variation and amendment designs

After this IPAC comes into effect, all new and variation/amendment design applications must comply with the requirements set out in this IPAC.

Existing designs

For existing designs, and combinations other than Truck and Dog and Rigid, if the as-built combination's ATM is lower than the DA requirement, and the mass reduction method is not specified in the Part B, the reduced masses will need to be provided by the PBS Assessor in an ASO.

IPAC-14: Revision history

First Published	3 July 2023
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