

BRINGING YOU UP TO SPEED ON PBS

Demystifying PBS

- What exactly is PBS? Why does it exist and what are the components of the PBS Scheme that matter? Here we will discuss where PBS came from and explore the different areas of PBS. Advantia will provide attendees a clear overview of the entire scheme to provide general context of PBS. Attendees will be able to understand what the different areas of PBS are and what is and is not part of the scheme.

Where PBS can assist your business

- Practically speaking, in what ways is using PBS functionally advantageous for your business or organisation. The scheme offers many opportunities for application beyond simple mass and access improvement for operators. Advantia will guide attendees through different applications for PBS.

Examples of PBS in action

- To provide more concrete examples of PBS in action, Advantia will demonstrate real-world examples of PBS being used by businesses and organisations.

EXPLANATION OF THE SCHEME AND ITS OPERATIONAL IMPLICATIONS

The PBS process - who needs to get involved and when

- Manoeuvring through the PBS scheme involves bringing in, and working with, multiple different organisations throughout the process of getting your design to a vehicle on the road. Advantia will provide a clear roadmap for who needs to be involved at each stage of the process so that attendees can more effectively and easily plan their approaches to PBS.

Information you need to provide

- Depending on the application for PBS, different information is required to be known by PBS assessors, Certifiers, the NHVR etc. To reduce possible hold-ups while critical information is sought, Advantia will provide attendees with what information is required at each stage of the process. Attendees can tackle their next PBS project fully prepared with all the information that will be requested of them.

Pre-advised Design approvals

- Timing is everything, and typically shorter timeframes are advantageous. While time with the NHVR is inevitable, small changes in your design could mean the difference between a few days or 1-2 months. In this section Advantia will outline what is required to be pre-advised and the common pitfalls which can be avoided.

New vs Old equipment

- Can I use my old equipment? In many cases you can but not necessarily always. What about my new equipment? Again, in many cases you can but not necessarily always. In this section Advantia will explain exactly how new vs. old equipment is dealt with in PBS.

When my vehicle can't pass PBS

- The fundamental policy behind PBS is that it is performance based, meaning that there will be situations where a design 'can't pass' PBS. In this section, Advantia will go through the Performance Parameters in PBS and:
 - what are the factors that influence them
 - what to do when the performance fails
 - what are the ways you can avoid these problems
 - what is the implication of a performance parameter failing

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When my vehicle can't pass PBS (Cont.)

- Key performance parameters that will be included within this discussion include all the PBS performance parameters:
 - Startability
 - Gradeability
 - Acceleration Capability
 - Tracking Ability on a Straight Path
 - Low Speed Swept Path
 - Frontal Swing
 - Tail Swing
 - Steer tyre friction demand
 - Static Rollover Threshold
 - Rearward Amplification
 - High-Speed Transient Off-tracking
 - Yaw Damping
- This will give attendees a detailed understanding of how vehicle characteristics are linked to PBS performance outcomes.

Operational constraints and how you can minimise them

- Building on the previous section, many times when a PBS performance standard can't pass, there are things to do which can make them acceptable. Here we will guide attendees on what kind of situations require restrictions, such as those on payloads, loading, and tyres. Attendees will understand why these are imposed and what situations they can expect to encounter them.

Maximising your payload height

- For many operators, high payload height is the difference between making a project feasible or not. While restrictions do come into play as part of PBS, there are things that can be done. Here Advantia will advise on what are the main factors that affect payload height and what choices can be made that will improve the payload height you can get under PBS.

What PBS can and can't provide

- The PBS scheme for it's many benefits, does come with limits, and in this section Advantia will give attendees realistic expectations what PBS can allow and what types of objectives would not be feasible from PBS. This will give attendees the ability to, from the outset, predict whether an outcome is possible under PBS, saving them time and money trying to get something when the answer is largely known before-hand.

Going outside the scheme - there are ways to get more

- PBS does not operate in isolation, and for many applications, PBS can be used alongside other schemes or legal mechanisms to unlock even greater opportunities. Within this section Advantia will look at possible extra steps that can be taken alongside to PBS to unlock productivity benefits such as semi-trailers will multiple axle groups.

How PBS may change in the future

- Having a good understanding of the current PBS scheme and its workings is vital to current operations, but within this section Advantia will explore how PBS may change in the future, and how this may affect the attendees forward working plans and projects.

SECURING ACCESS FOR PBS COMBINATIONS

The path to PBS access

- For many cases, approving a vehicle for approval under PBS is only half the battle, with access being the equally important second half. Importantly, getting PBS access can also be the slower and more expensive part of many projects, based on many factors such as the jurisdictions and the road managers along the desired routes. In this section, Advantia will guide attendees on what they need to do, who they need to speak to, and what are the barriers along the way. This will allow attendees to have a good overview from the outset what could be involved in getting the access they want.

'In-principle' approval for access

- The question of access will often be the main barrier to making the choice to start building a combination. However to apply for a permit, you need to have the equipment built. The solution to this is the 'In-Principle' approval for access. Here Advantia will explain exactly what is involved in In-Principle approval, what it will cost, what are the drawbacks, how long it can take and what will the applicant be getting out of it.

NHVR's route planner and pre-approved networks

- For many routes across the country, the question of approved access already has an answer via the pre-approved networks. In this section, Advantia will show attendees what is already covered, how they can take advantage of it and what you can expect when using the pre-approved networks.

Permit approvals for access and access conditions

- Ultimately the permit is the final requirement for access unless operating under a gazette or notice. Advantia will guide users on applying for permits, and what are the expected conditions that will be placed on permits as part of getting access. This can include mass limits and other restrictions. This will allow attendees to take into account possible constraints on their operation and why they are put in place.

Useful sources of online information

- While the PBS masterclass will be an excellent primer for attendees, there is also a wealth of information available online that can be also used. In this section Advantia will guide attendees towards some of the more useful resources available.

Recent PBS success stories

- As a final section, Advantia will run through some recent case-studies where PBS has been successfully used and the main lessons that can be learned. These will highlight many of the areas covered and cement them in real-world examples for the attendees.