

January 2007

NHVAS Mass Management suspension maintenance standard

Concessional Mass Limits

Concessional Mass Limits (CML) for National Heavy Vehicle Accreditation Scheme (NHVAS) mass accredited vehicles were introduced on 1 July 2006. The concessions provided an extra one tonne for vehicles up to 55 tonnes gross weight and two tonnes for vehicles exceeding 55 tonnes gross. Full details are provided in an Information Bulletin in June 2006 on the NTC web site at www.ntc.gov.au.

Changes to NHVAS Mass Management

A new NHVAS Mass Management standard (Standard 8) was introduced at the same time as CML to ensure suspension systems on accredited vehicles are properly maintained to a prescribed maintenance regime. Whilst the mass concessions relate to tandem and tri-axle configurations, all axles must comply with the new standard.

The current version of NHVAS Standards and Business Rules, including Standard 8, can be found on the NTC web site at www.ntc.gov.au

The policy provided for a six month transition period (ie to 1 January 2007) for operators to implement the new suspension maintenance standard.

Implications for HML

Changes to the NHVAS Mass Management module affect vehicles operating under both CML and Higher Mass Limits (HML).



Guidance on meeting Standard 8

- Refer to maintenance service manuals provided by the truck manufacturer;
- Update your existing NHVAS maintenance procedures to meet the new requirements;
- Use a qualified mechanical engineer to develop a suitable maintenance schedule.

Refer to supplier technical information, including:

- www.yorktransport.com.au/productsupport.php
- www.hendrickson.com.au/literature/techlist.htm
- www.bpwtranspec.com.au/BPW.htm

Non-conformance with Standard 8

Auditors will issue a Corrective Action Report (CAR) against the standard for non-conformances. Road agencies indicate that 28 days will be allowed for corrective action before steps will be taken to initiate cancellation of accreditation (and the loss of access to both CML and HML mass concessions).

Hired trailers or third party maintained vehicles

Operators hauling trailers owned by a third party will need to carry a *Statement of Compliance* from the supplier to certify that the trailers are being maintained in accordance with Standard 8.

A similar approach can be taken where an operator outsources their vehicle maintenance. The maintenance service provider will need to provide a *Statement of Compliance* to show the vehicles are being maintained in accordance with Standard 8.

For further information please visit the NTC website at:

www.ntc.gov.au