

## Vehicles – short form submissions received on HVNL review microsite

V1: 28/08/2020

<b>Contribution ID</b>	<b>Date</b>	<b>Name</b>	<b>Organisation</b>	<b>Which vehicles and roadworthiness options do you prefer and why?</b>	<b>Which vehicles and roadworthiness options do you least prefer and why?</b>	<b>Do you have any further comments about vehicles and roadworthiness?</b>
713	20/08/2020	chet cline	air cti	From all of my reading and attending the PBS review meeting in Sydney, the safety of PBS vehicles is being reduced by not specifying good tyres.	<p>Where is our safety? Tyre pressures must be inflated to suit the load. 100 psi is potentially dangerous. Michelin has been saying this for decades.</p> <p>I have personally talked to and written numerous submissions on this subject to the NHVR.</p> <p>We are ignoring safety benefits, while running steer tyres 20% under inflated, drive tyres 33% to 300% over inflated, and trailer tyres 85% to 350% over inflated. This affects numerous safety problems, while increasing health damaging vibration to the</p>	<p>The NHVR, the PBS system, and Aussie law, along with almost all transport companies ignore the tyre manufacturer's tyre pressure recommendations, which require the pressure to be adjusted to suit the load. John dePont, in his PBS tyre review recommended 120 psi steer, 75 psi tandem drive, and 55 psi tri axle pressures at our current legal load limit running 11R 22.5 tyres. This is a prime example of adjusting tyre pressures to suit the load, as is explained by Michelin, and in Load to Inflation tables everywhere. Our current happy go lucky system of putting 100 psi in all truck tyres is patently wrong. ARTSA proved that stopping</p>

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					driver, and costing our country and our world heaps in CO2, valuable resources, and wasted tyres.	distances of lightly loaded semi trailer rigs was 15% shorter when the tyres were inflated relative to the load. ARRB proved 15% less tyre slip angle.