



# Victoria Government Gazette

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## Road Safety Act 1986

### ROAD SAFETY (VEHICLES) REGULATIONS 1999

Notice for Class 1 Vehicles with Advanced Environmental and Safety Technologies

Regulation 502 of the Road Safety (Vehicles) Regulations 1999 (“the Regulations”) provides that the Roads Corporation may, by a notice published in the Government Gazette, exempt a category of Class 1 vehicles from –

(a) a mass or dimension limit, other than a limit that relates to a GVM, GCM or a manufacturer’s limit; or

(b) any other requirement –

set out in Schedule 1.

In this Notice, unless the contrary intention appears, expressions used have the same meaning as in the **Road Safety Act 1986** and the Regulations.

Further in this Notice –

“**Approval Plate**” means a decal, label or plate issued by a Competent Entity that is made of a material and fixed in such a way that they cannot be removed without being damaged or destroyed and that is easily accessible to, clearly visible to, and readable by, a Police Officer or VicRoads officer, and which contains the following information –

- i. Manufacturer or Trade name or mark of the Front Underrun Protection Vehicle, or Front Underrun Protection Device, or Prime mover in the case of cabin strength, or protrusion as appropriate;
- ii. In the case of a Front Underrun Protection Device or protrusion, the make of the vehicle or vehicles and the model or models of vehicle the component or device has been designed and certified to fit;
- iii. Competent Entity unique identification number;
- iv. In the case of a Front Underrun Protection Device or protrusion, the Approval Number issued by the Competent Entity;
- v. Purpose of the approval, e.g. approval for a Front Underrun Protection Device, or for a Front Underrun Protection Vehicle (UN ECE 93), or for Cabin Strength (UN ECE 29), or that the protrusion, if fitted, is compatible with the prime mover’s compliance as a Front Underrun Protection Vehicle (UN ECE 93), or other words or markings with a clearly equivalent meaning; and
- vi. A statement that the vehicle was manufactured to comply with ADR 80/01 and/or ADR 80/02 or later versions of ADR 80.

“**Competent Entity**” means a person or organisation appointed by an Australian road authority, who are certified and issued with a unique identification number, with the power to certify that the UN ECE requirements for Front Underrun Protection and Cabin Strength have been met, and continue to be met, and who may authorise the fixing of appropriate Approval Plates to a Front Underrun Protection device and a vehicle.

A Compliance Plate Approval (CPA) holding heavy vehicle manufacturer is deemed to be a Competent Entity, e.g. in the case of the prime mover original manufacturer, the unique identification number may be the Department of Transport and Regional Services (DOTARS) Road Vehicle Certification System (RVCS) licensee number.

**SPECIAL**

**“Front Underrun Protection Device”** means a device fitted to a prime mover –

- (a) That complies with UN ECE Regulation No. 93 and meets all of the requirements set out in section 6 “Requirement for FUPDs” of Part I and section 8 “Requirements for Installation of an Approved FUPD” of Part II of those Regulations;
- (b) Where compliance with the performance requirements of UN ECE Regulation No. 93 was established by laboratory testing carried out in accordance with the procedures set out in Annex 5 of UN ECE Regulation No. 93; and
- (c) That was tested using the Test Conditions set out in section 1 and the Test Procedure set out in section 3 of Annex 5. (Simulation of the test procedure by calculation or other such method as provided for in Section 1.3 of Annex 5 is not available under this guideline, except with the specific approval of the Authority or when approval has been granted using an “E-mark” issued pursuant to Annex 4 of UN ECE Regulation No. 93.)

**“Front Underrun Protection Vehicle”** means a vehicle that complies with UN ECE Regulation No. 93 (UN ECE R93) because it is designed and constructed so that it meets all of the requirements of section 10 “Requirements for a vehicle with FUP” of Part III of those Regulations.

**“E-mark”** means an approval mark arranged and issued in accordance with Annex 4 “Arrangements of Approval Marks” of UN ECE Regulation No. 93 or Annex 2 “Arrangements of Approval Marks” of UN ECE Regulation No. 29.

**“Protrusions”** are fittings such as ‘Bull-bars’, ‘Roo-bars’, ‘Nudge-bars’, ‘Cow catchers’, etc. It does not include driving lights, fog lights, running lights, aerials, etc.

**“road friendly suspension”** has the same meaning as in the Interstate Road Transport Regulations 1986 of the Commonwealth.

Nothing in this Notice authorises the driving of a vehicle in a manner or in a condition or place that is otherwise prohibited by the Regulations. Without limiting this statement, the mass limits for a vehicle to which this Notice applies are the same as those that apply under Division 1 of Parts 1 to 4 of Schedule 1 to the Regulations, except where a different mass limit is specified in this Notice.

This Notice is not intended to limit the effect of any other Notice applying to a Class 1 vehicle published in accordance with regulation 502 of the Regulations, except in so far as it allows for a higher mass limit.

This Notice operates from 1 January 2007 until 1 January 2013.

In accordance with regulation 502 of the Regulations, I, Ted Vincent, delegate of the Roads Corporation, exempt a Class 1 vehicle which is fitted with –

- (a) an engine complying with the emission control requirements of ADR 80/01 and ADR 80/02 or later versions of ADR 80; and
- (b) a front underrun protection device that complies with UN ECE Regulation No. 93; and
- (c) a cabin that complies with UN ECE Regulation No. 29 –

from the mass limit of 6.0 tonnes on its steer axle set out in Table 1 in regulation 402 of the Regulations, provided that –

- i. the mass limit on that steer axle is not more than 6.5 tonnes; and
- ii. the vehicle has appropriately rated tyres, axle, and suspension to allow 6.5 tonnes on its steer axle; and
- iii. the vehicle has a GVM of 15 tonnes or more; and
- iv. the vehicle is not –
  - (i) a twin-steer truck; or
  - (ii) a bus; or
  - (iii) a coach; and

- v. the driving compartment of the vehicle contains the VicRoads Information Bulletin 6.5 Tonnes Steer Axles and all other permits and VicRoads Information Bulletins relevant to the vehicle; and
- vi. compliance with ADR 80/01 and ADR 80/02 is verified by an Approval Plate that is affixed on the vehicle cabin and in the proximity of the vehicle CPA (Compliance) plate/label, except where the vehicle is fitted with a Compliance Plate dated January 2008, or later (in which case it will be deemed to comply with ADR 80/01 and ADR 80/02).

In accordance with regulation 502 of the Regulations, I also declare that where a Class 1 vehicle meets the requirements set out in paragraphs (a) to (c) above, the increased mass on the steer axle permitted by this Notice is to be disregarded when considering whether the vehicle complies with any requirement set out in Schedule 1 or any other Notice published in accordance with regulation 502.

Dated 27 December 2006

TED VINCENT  
General Manager  
Traffic and Transport Integration  
Roads Corporation

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**Road Safety Act 1986**

## ROAD SAFETY (VEHICLES) REGULATIONS 1999

## Notice for Class 2 Vehicles with Advanced Environmental and Safety Technologies

Regulation 510 of the Road Safety (Vehicles) Regulations 1999 (“the Regulations”) provides that the Roads Corporation may, by a notice published in the Government Gazette, exempt a category of Class 2 vehicles from –

- (a) a mass or dimension limit, other than a limit that relates to a GVM, GCM or a manufacturer’s limit; or
  - (b) any other requirement –
- set out in Schedule 2.

In this Notice, unless the contrary intention appears, expressions used have the same meaning as in the **Road Safety Act 1986** and the Regulations.

Further in this Notice –

“**Approval Plate**” means a decal, label or plate issued by a Competent Entity that is made of a material and fixed in such a way that they cannot be removed without being damaged or destroyed and that is easily accessible to, clearly visible to, and readable by, a Police Officer or VicRoads officer, and which contains the following information –

- i. Manufacturer or Trade name or mark of the Front Underrun Protection Vehicle, or Front Underrun Protection Device, or Prime mover in the case of cabin strength, or protrusion as appropriate;
- ii. In the case of a Front Underrun Protection Device or protrusion, the make of the vehicle or vehicles and the model or models of vehicle the component or device has been designed and certified to fit;
- iii. Competent Entity unique identification number;
- iv. In the case of a Front Underrun Protection Device or protrusion, the Approval Number issued by the Competent Entity;
- v. Purpose of the approval, e.g. approval for a Front Underrun Protection Device, or for a Front Underrun Protection Vehicle (UN ECE 93), or for Cabin Strength (UN ECE 29), or that the protrusion, if fitted, is compatible with the prime mover’s compliance as a Front Underrun Protection Vehicle (UN ECE 93), or other words or markings with a clearly equivalent meaning; and
- vi. A statement that the vehicle was manufactured to comply with ADR 80/01 and/or ADR 80/02 or later versions of ADR 80.

“**Competent Entity**” means a person or organisation appointed by an Australian road authority, who are certified and issued with a unique identification number, with the power to certify that the UN ECE requirements for Front Underrun Protection and Cabin Strength have been met, and continue to be met, and who may authorise the fixing of appropriate Approval Plates to a Front Underrun Protection device and a vehicle.

A Compliance Plate Approval (CPA) holding heavy vehicle manufacturer is deemed to be a Competent Entity, e.g. in the case of the prime mover original manufacturer, the unique identification number may be the Department of Transport and Regional Services (DOTARS) Road Vehicle Certification System (RVCS) licensee number.

“**Front Underrun Protection Device**” means a device fitted to a prime mover –

- (a) That complies with UN ECE Regulation No. 93 and meets all of the requirements set out in section 6 “Requirement for FUPDs” of Part I and section 8 “Requirements for Installation of an Approved FUPD” of Part II of those Regulations;

- (b) Where compliance with the performance requirements of UN ECE Regulation No. 93 was established by laboratory testing carried out in accordance with the procedures set out in Annex 5 of UN ECE Regulation No. 93; and
- (c) That was tested using the Test Conditions set out in section 1 and the Test Procedure set out in section 3 of Annex 5. (Simulation of the test procedure by calculation or other such method as provided for in Section 1.3 of Annex 5 is not available under this guideline, except with the specific approval of the Authority or when approval has been granted using an “E-mark” issued pursuant to Annex 4 of UN ECE Regulation No. 93.)

“**Front Underrun Protection Vehicle**” means a vehicle that complies with UN ECE Regulation No. 93 (UN ECE R93) because it is designed and constructed so that it meets all of the requirements of section 10 “Requirements for a vehicle with FUP” of Part III of those Regulations.

“**E-mark**” means an approval mark arranged and issued in accordance with Annex 4 “Arrangements of Approval Marks” of UN ECE Regulation No. 93 or Annex 2 “Arrangements of Approval Marks” of UN ECE Regulation No. 29.

“**Protrusions**” are fittings such as ‘Bull-bars’, ‘Roo-bars’, ‘Nudge-bars’, ‘Cow catchers’, etc. It does not include driving lights, fog lights, running lights, aerials, etc.

“**road friendly suspension**” has the same meaning as in the Interstate Road Transport Regulations 1986 of the Commonwealth.

Nothing in this Notice authorises the driving of a vehicle in a manner or in a condition or place that is otherwise prohibited by the Regulations. Without limiting this statement, the mass limits for a vehicle to which this Notice applies are the same as those that apply under Division 1 of Parts 1 to 6 of Schedule 2 to the Regulations, except where a different mass limit is specified in this Notice.

This Notice is not intended to limit the effect of any other Notice applying to a Class 2 vehicle published in accordance with regulation 510 of the Regulations, except in so far as it allows for a higher mass limit.

This Notice operates from 1 January 2007 until 1 January 2013.

In accordance with regulation 510 of the Regulations, I, Ted Vincent, delegate of the Roads Corporation, exempt a class 2 vehicle which is fitted with –

- (a) an engine complying with the emission control requirements of ADR 80/01 and ADR 80/02 or later versions of ADR 80; and
- (b) a front underrun protection device that complies with UN ECE Regulation No. 93; and
- (c) a cabin that complies with UN ECE Regulation No. 29 –

from the mass limit of 6.0 tonnes on its steer axle set out in Table 1 in regulation 402 of the Regulations, provided that –

- i. the mass limit on that steer axle is not more than 6.5 tonnes; and
- ii. the vehicle has appropriately rated tyres, axle, and suspension to allow 6.5 tonnes on its steer axle; and
- iii. the vehicle has a GVM of 15 tonnes or more; and
- iv. the vehicle is not –
  - (i) a twin-steer truck; or
  - (ii) a bus; or
  - (iii) a coach; and
- v. the driving compartment of the vehicle contains the VicRoads Information Bulletin 6.5 Tonnes Steer Axles and all other permits and VicRoads Information Bulletins relevant to the vehicle; and

- vi. compliance with ADR 80/01 and ADR 80/02 is verified by an Approval Plate that is affixed on the vehicle cabin and in the proximity of the vehicle CPA (Compliance) plate/label, except where the vehicle is fitted with a Compliance Plate dated January 2008, or later (in which case it will be deemed to comply with ADR 80/01 and ADR 80/02).

In accordance with regulation 510 of the Regulations, I also declare that where a Class 2 vehicle meets the requirements set out in paragraphs (a) to (c) above, the increased mass on the steer axle permitted by this Notice is to be disregarded when considering whether the vehicle complies with any requirement set out in Schedule 2 or any other Notice published in accordance with regulation 510.

Dated 27 December 2006

TED VINCENT  
General Manager  
Traffic and Transport Integration  
Roads Corporation

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**Road Safety Act 1986**

## ROAD SAFETY (VEHICLES) REGULATIONS 1999

## Notice for Class 3 Vehicles with Advanced Environmental and Safety Technologies

Regulation 515(2) of the Road Safety (Vehicles) Regulations 1999 (“the Regulations”) provides that the Roads Corporation may by notice published in the Government Gazette declare a category of vehicles to be Class 3 vehicles.

Clause 39 of Schedule 3 to the Regulations provides that the mass limits for a vehicle in a category of vehicles declared by the Corporation under regulation 515(2) are the relevant mass limits for that vehicle set out in Division 1 of Part 4 of the Regulations except to the extent that the Corporation specifies otherwise in the declaration.

Regulation 516 of the Regulations provides that the Roads Corporation may, by a notice published in the Government Gazette, exempt a category of Class 3 vehicles from –

- (a) a mass or dimension limit, other than a limit that relates to a GVM, GCM or a manufacturer’s limit; or
  - (b) any other requirement –
- set out in Schedule 3.

In this Notice, unless the contrary intention appears, expressions used have the same meaning as in the **Road Safety Act 1986** and the Regulations.

Further in this Notice –

“**Approval Plate**” means a decal, label or plate issued by a Competent Entity that is made of a material and fixed in such a way that they cannot be removed without being damaged or destroyed and that is easily accessible to, clearly visible to, and readable by, a Police Officer or VicRoads officer, and which contains the following information –

- i. Manufacturer or Trade name or mark of the Front Underrun Protection Vehicle, or Front Underrun Protection Device, or Prime mover in the case of cabin strength, or protrusion as appropriate;
- ii. In the case of a Front Underrun Protection Device or protrusion, the make of the vehicle or vehicles and the model or models of vehicle the component or device has been designed and certified to fit;
- iii. Competent Entity unique identification number;
- iv. In the case of a Front Underrun Protection Device or protrusion, the Approval Number issued by the Competent Entity;
- v. Purpose of the approval, e.g. approval for a Front Underrun Protection Device, or for a Front Underrun Protection Vehicle (UN ECE 93), or for Cabin Strength (UN ECE 29), or that the protrusion, if fitted, is compatible with the prime mover’s compliance as a Front Underrun Protection Vehicle (UN ECE 93), or other words or markings with a clearly equivalent meaning; and
- vi. A statement was manufactured to comply with ADR 80/01 and/or ADR 80/02 or later versions of ADR 80.

“**Competent Entity**” means a person or organisation appointed by an Australian road authority, who are certified and issued with a unique identification number, with the power to certify that the UN ECE requirements for Front Underrun Protection and Cabin Strength have been met, and continue to be met, and who may authorise the fixing of appropriate Approval Plates to a Front Underrun Protection device and a vehicle.

A Compliance Plate Approval (CPA) holding heavy vehicle manufacturer is deemed to be a Competent Entity, e.g. in the case of the prime mover original manufacturer, the unique identification number may be the Department of Transport and Regional Services (DOTARS) Road Vehicle Certification System (RVCS) licensee number.

**“Front Underrun Protection Device”** means a device fitted to a prime mover –

- (a) That complies with UN ECE Regulation No. 93 and meets all of the requirements set out in section 6 “Requirement For FUPDs” of Part I and section 8 “Requirements for Installation of an Approved FUPD” of Part II of those Regulations;
- (b) Where compliance with the performance requirements of UN ECE Regulation No. 93 was established by laboratory testing carried out in accordance with the procedures set out in Annex 5 of UN ECE Regulation No. 93; and
- (c) That was tested using the Test Conditions set out in section 1 and the Test Procedure set out in section 3 of Annex 5. (Simulation of the test procedure by calculation or other such method as provided for in Section 1.3 of Annex 5 is not available under this guideline, except with the specific approval of the Authority or when approval has been granted using an “E-mark” issued pursuant to Annex 4 of UN ECE Regulation No. 93.)

**“Front Underrun Protection Vehicle”** means a vehicle that complies with UN ECE Regulation No. 93 (UN ECE R93) because it is designed and constructed so that it meets all of the requirements of section 10 “Requirements for a vehicle with FUP” of Part III of those Regulations.

**“E-mark”** means an approval mark arranged and issued in accordance with Annex 4 “Arrangements of Approval Marks” of UN ECE Regulation No. 93 or Annex 2 “Arrangements of Approval Marks” of UN ECE Regulation No. 29.

**“Protrusions”** are fittings such as ‘Bull-bars’, ‘Roo-bars’, ‘Nudge-bars’, ‘Cow catchers’, etc. It does not include driving lights, fog lights, running lights, aerials, etc.

**“road friendly suspension”** has the same meaning as in the Interstate Road Transport Regulations 1986 of the Commonwealth.

Nothing in this Notice authorises the driving of a vehicle in a manner or in a condition or place that is otherwise prohibited by the Regulations. Without limiting this statement, the mass limits for a vehicle to which this Notice applies are the same as those that apply under clause 39 of Schedule 3 to the Regulations, except where a different mass limit is specified in this Notice.

This Notice is not intended to limit the effect of any other Notice applying to a Class 3 vehicle published in accordance with regulation 516 of the Regulations, except in so far as it allows for a higher mass limit.

This Notice operates from 1 January 2007 until 1 January 2013.

In accordance with regulation 515(2), I, Ted Vincent, delegate of the Roads Corporation, declare that a vehicle is a Class 3 vehicle if the vehicle is fitted with –

- (a) an engine complying with the emission control requirements of ADR 80/01 and ADR 80/02 or later versions of ADR 80; and
  - (b) a front underrun protection device that complies with UN ECE Regulation No. 93; and
  - (c) a cabin that complies with UN ECE Regulation No. 29 –
- provided that –
- (d) the mass limit on the vehicle’s steer axle is not more than 6.5 tonnes; and
  - (e) the vehicle has appropriately rated tyres, axle, and suspension to allow 6.5 tonnes on its steer axle; and
  - (f) the vehicle has a GVM of 15 tonnes or more; and
  - (g) the vehicle is not –
    - (i) a twin-steer truck; or
    - (ii) a bus; or
    - (iii) a coach; and



- h) the driving compartment of the vehicle contains the VicRoads Information Bulletin 6.5 Tonnes Steer Axles and all other permits and VicRoads Information Bulletins relevant to the vehicle; and
- i) compliance with ADR 80/01 and ADR 80/02 is verified by an Approval Plate that is affixed on the vehicle cabin and in the proximity of the vehicle CPA (Compliance) plate/label, except where the vehicle is fitted with a Compliance Plate dated January 2008, or later (in which case it will be deemed to comply with ADR 80/01 and ADR 80/02).

In accordance with clause 39 of Schedule 3 of the Regulations and regulation 516 of the Regulations, I, Ted Vincent, delegate of the Roads Corporation, exempt Class 3 vehicles which are fitted with –

- (a) an engine complying with the emission control requirements of ADR 80/01 and ADR 80/02 or later versions of ADR 80; and
- (b) a front underrun protection device that complies with UN ECE Regulation No. 93; and
- (c) a cabin that complies with UN ECE Regulation No. 29 –

from the mass limit of 6.0 tonnes on its steer axle set out in Table 1 in regulation 402 of the Regulations, provided that –

- (d) the mass limit on that steer axle is not more than 6.5 tonnes; and
- (e) the vehicle has appropriately rated tyres, axle, and suspension to allow 6.5 tonnes on its steer axle; and
- (f) the vehicle has a GVM of 15 tonnes or more; and
- (g) the vehicle is not –
  - (i) a twin-steer truck; or
  - (ii) a bus; or
  - (iii) a coach; and
- (h) the driving compartment of the vehicle contains the VicRoads Information Bulletin 6.5 Tonnes Steer Axles and all other permits and VicRoads Information Bulletins relevant to the vehicle; and
- (i) compliance with ADR 80/01 and ADR 80/02 is verified by an Approval Plate that is affixed on the vehicle cabin and in the proximity of the vehicle CPA (Compliance) plate/label, except where the vehicle is fitted with a Compliance Plate dated January 2008, or later. (in which case it will be deemed to comply with ADR 80/01 and ADR 80/02).

In accordance with regulation 516 of the Regulations, I also declare that where a Class 3 vehicle meets the requirements set out in paragraphs (a) to (c) above, the increased mass on the steer axle permitted by this Notice is to be disregarded when considering whether the vehicle complies with any requirement set out in Schedule 3 or any other Notice published in accordance with regulation 516.

Dated 27 December 2006

TED VINCENT  
General Manager  
Traffic and Transport Integration  
Roads Corporation

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