



Victoria Government Gazette

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ROAD SAFETY (VEHICLES) REGULATIONS 1999

Class 2 Notice –

Conditional Exemption of Heavier and Longer B-doubles with
Road Friendly Suspension from Certain Mass Limits

1. Purpose

To exempt certain class 2 vehicles from certain mass and dimension limits subject to complying with certain conditions.

2. Authorising provision

This Notice is made under regulation 510 of the Road Safety (Vehicles) Regulations 1999.

3. Commencement

This Notice comes into operation on the date of its publication in the Government Gazette.

4. Expiration

This Notice expires on 1 March 2012.

5. Definitions

In this Notice –

“**Regulations**” means the Road Safety (Vehicles) Regulations 1999.

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

“**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 contains at least the following information:

- (a) 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;
- (b) 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;
- (c) Competent Entity unique identification number;
- (d) In the case of a Front Underrun Protection Device or protrusion, the Approval Number issued by the Competent Entity; and
- (e) 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.

“**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.

6. Interpretation

- (1) In this Notice, unless the contrary intention appears, expressions used have the same meaning as the **Road Safety Act 1986** and the Regulations.
- (2) For the avoidance of doubt, it is declared that nothing in this Notice is intended to authorise the driving of a B-double in a manner or in a condition or place that is contrary to any law except as specifically provided in this Notice.

Example

The exemption of certain vehicles with road friendly suspension from mass limits does not permit such a vehicle when used on a particular road to be driven over any bridge on that road in contravention of a posted mass or dimension limit in relation to that bridge.

- (3) Map references to the Melway Greater Melbourne Street Directory (“Mel”) and the VicRoads Country Street Directory of Victoria (“VSD”) are provided to aid the reader and are not part of this Notice.

7. Conditional exemption from mass and dimension limits of certain heavier and longer B-doubles

- (1) By this Notice, the Roads Corporation exempts B-doubles which are fitted with road friendly suspension on –
 - (a) a single axle with 4 tyres, on a motor vehicle or semi-trailer; or
 - (b) a tandem axle group with 6 tyres, on a motor vehicle; or
 - (c) a tandem axle group with 8 tyres, on a motor vehicle or semi-trailer; or
 - (d) a tri-axle group with 12 tyres on a semi-trailer –
 from the requirements of clauses 2, 3, 4 and 8 of Schedule 2 to the Regulations.
- (2) However, a vehicle is exempt only if all conditions of the exemption set out in the Schedule to this Notice are being complied with.

Dated 5 July 2007

CHARLIE BROADHURST
Acting General Manager
and Transport Integration
Roads Corporation

Schedule**CONDITIONS OF EXEMPTION****PART 1 – MASS LIMITS**

- 1.1 The mass limits for a vehicle to which this Notice applies are the same as those that apply under clauses 2, 3 and 4 of Schedule 2 to the Regulations except where a different mass limit is specified by this Schedule.
- 1.2 The mass limit for a single axle or axle group described in column 1 of Table A, if fitted with a road friendly suspension, is the limit set out in column 2 of that Table opposite the description in column 1.

Table A

Column 1 DESCRIPTION OF SINGLE AXLE OR AXLE GROUP	Column 2 MASS LIMIT (tonnes)
Single axle with 4 tyres, on a motor vehicle or semi-trailer	10.0
Tandem axle group with 6 tyres, on a motor vehicle	14.0
Tandem axle group with 8 tyres, on a motor vehicle or semi-trailer	17.0
Tri-axle group with 12 tyres on a semi-trailer	22.5

- 1.3 A B-double must comply with clause 3 of Schedule 2 to the Regulations as if the mass limits set out in column 2 of Table 11 of the Regulations were increased by –
- in respect of each single axle with 4 tyres with a road friendly suspension – 1.0 tonne;
 - in respect of each tandem axle group with 8 tyres with a road friendly suspension – 0.5 tonne;
 - in respect of each tandem axle group with 6 tyres with a road friendly suspension – 1.0 tonne; and
 - in respect of each tri-axle group with 12 tyres with a road friendly suspension – 2.5 tonnes.
- 1.4 A B-double must comply with clause 4 of Schedule 2 to the Regulations as if the reference to “62.5 tonnes” in paragraph (d) of that clause were a reference to “68.0 tonnes”.

PART 2 – ACCREDITATION OF CERTAIN OPERATORS

- 2.1 The registered operator of a B-double with a tri-axle group exceeding 20.0 tonnes must be accredited under either:
- The Mass Management Module of the National Heavy Vehicle Accreditation Scheme; or
 - Transport SA Heavy Vehicle Mass Management Scheme.

PART 3 – TRAVEL REQUIREMENTS

- 3.1 A B-double, which is fitted with road friendly suspension that has a tri-axle group exceeding 20.0 tonnes, to which this Notice applies may travel on –
- Christies Road between the Western Highway and Palm Springs Road at Ravenhall and;
 - Palm Springs Road between Christies Road and the chainage point at 10750 metres at Ravenhall.

PART 4 – DIMENSION LIMITS

- 4.1 A B-double must comply with clause 8 of Schedule 2 to the Regulations as if the reference to “25.0 metres” of that clause were a reference to “26.0 metres”, if:
- (a) the distance from the centreline of the king-pin of the first trailer to the rear of the combination must not exceed 20.6 metres;
 - (b) the prime mover is a Front Underrun Protection Vehicle, which is fitted with an Approval Plate that is affixed on the prime mover cabin or in the proximity of the prime mover compliance plate/label in a position that is easily accessible to, clearly visible to, and readable by, a Police Officer or an Authorised Officer; or
 - (c) the prime mover is fitted with a Front Underrun Protection Device, which is fitted with an Approval Plate that is easily accessible to, clearly visible to, and readable by, a Police Officer or an Authorised Officer;
 - (d) any protrusion fitted to the front of a prime mover, must be fitted with an Approval Plate, that is easily accessible to, clearly visible to, and readable by, a Police Officer or an Authorised Officer, which indicates that the fitted protrusion is compatible with the prime mover’s compliance under clause 4.1 (b);
 - (e) the prime mover, if manufactured after 31 December 2005, must comply with Regulation No. 29 made under the UN ECE Agreement (UN ECE R29) for cabin strength;
 - (f) a vehicle complying with clause 4.1 (e) must be fitted with an Approval Plate that is affixed on the prime mover cabin or in the proximity of the prime mover compliance plate/label in a position that is easily accessible to, clearly visible to, and readable by, a Police Officer or an Authorised Officer; and
 - (g) The prime mover must not have a load carrying area.
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