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SPECIAL

ROAD SAFETY (VEHICLES) REGULATIONS 1988

General Permit for the Operation of B-Doubles

Regulation 724 of the Road Safety (Vehicles) Regulations 1988 authorises the Roads Corporation, by notice in the Government Gazette, to allow vehicles and loads which exceed mass or dimension limits prescribed in the Regulations to be used on highways.

Regulation 819 of the Road Safety (Vehicles) Regulations 1988 authorises the Roads Corporation to approve a person to use, or cause or permit to be used, on a highway a motor vehicle which is towing more than one other vehicle.

Under the above two Regulations, I, Tony Fry, delegate of the Roads Corporation, approve and allow B-doubles to be used on highways specified in Part 4 if they comply with:

(a) the standards in Part 1; and

(b) the mass and dimension limits in Part 2; and

(c) the operative conditions in Part 3.

This notice is effective from 1 February 1995 until 31 December 1996. However, if any of the conditions in this notice are breached, the notice is invalid in relation to the vehicle the subject of the breach, and (depending on what breach is):

(a) the owner and the driver of the B-double, and any person who caused or permitted it to be used on a highway, may be prosecuted for exceeding mass or dimension limits; and

(b) any person who used the B-double on a highway, or caused or permitted it to be used on a highway, may be prosecuted for towing more than one trailer.

Dated 27 January 1995

TONY FRY
General Manager
Traffic & Road Use Management
Roads Corporation

INDEX

PART 1—SPECIFIED VEHICLES

PART 2—PERMITTED MASS AND DIMENSION LIMITS

PART 3—SPECIFIED CONDITIONS

PART 4—SPECIFIED ROADS

PART 5—DEFINITIONS

Definitions

ADR	Australian Standard
antilock brakes	articulated vehicle
axle group	B-double
centre of an axle group	D-value
emergency brake	gross vehicle mass
gross trailer mass	gross combination mass
licensing authority	owner
prime mover	rear overhang
semi-trailer	single axle
single axle group	tandem axle group
tri-axle group	vehicle registration authority
50 millimetre kingpin	75 millimetre kingpin
90 millimetre kingpin	

PART 1—SPECIFIED VEHICLES

Compliance with Standards

1.1 (1) A vehicle must comply with each Australian Design Rule ("ADR") that applies to it. However, for each applicable ADR, if a corresponding ADR applies to the same type of vehicle manufactured at a later date, the vehicle may comply with the later ADR instead.

1.1 (2) A vehicle must comply with each standard in this Part, unless it is inconsistent with an ADR that applies to it.

Mudguards

1.2 A vehicle that is part of a B-double combination must have firmly fitted to it spray suppression devices complying with British Standard AU 200-1984 "Spray Reducing Devices for Heavy Goods Vehicles" Parts 1 and 2 for all axle groups or single axles of the vehicle.

B-double Warning Sign

1.3 (1) A B-double must have a warning sign that meets the requirements set out in subclauses (2) and (3), and clause 1.4 fitted horizontally to the rearmost part of it.

1.3 (2) The sign must show the words "LONG VEHICLE" in black, upper case letters at least 180 millimetres high in typeface Series B (N), complying with Australian Standard AS 1744 "Forms of Letters and Numerals for Road Signs".

1.3 (3) If the sign is in 2 pieces, the word "LONG" must appear on one piece and the word "VEHICLE" on the other.

Specifications for Warning Signs

1.4 (1) A warning sign must be:

(a) durable; and

(b) manufactured in one or 2 pieces from sheet steel 0.8 millimetres thick or an alternative material of at least equivalent stiffness, unless it is designed to be fixed to the vehicle body using an adhesive;.

1.4 (2) A sign must be at least 1.02 metres long by 250 millimetres high.

1.4 (3) A sign must be coated with yellow retro-reflective material (Class 1 or Class 2) which meets Australian Standard AS 1906 "Retro-reflective Materials and Devices for Road Traffic Control Purposes".

1.4 (4) A sign must have a black border.

1.4 (5) The sign must show the sign manufacturer's name or logo, and the brand and class of retro-reflective material used, in block letters not more than 10 millimetres high.

1.4 (6) A warning sign must be mounted so that no part of the sign is:

(a) more than 1.8 metres above the ground; or

(b) less than 500 millimetres above the ground.

Braking System Design for a Prime Mover in a B-double

1.5 (1) A prime mover used in a B-double must meet the requirements of Second Edition ADR 35A or Third Edition ADR 35;

1.5 (2) A prime mover manufactured after 30 June 1991 and used in a B-double must meet the antilock system requirements of Third Edition ADR 64.

Braking System Design for a Trailer in a B-double

1.6 (1) A trailer that is used in a B-double and is not required to comply with an ADR relating to braking must comply with requirements specified in Second Edition ADR 38 or Third Edition ADR 38 for the performance of the service brake system, the emergency brake system and the parking brake system.

1.6 (2) Despite subclause (1), bulk road tanker trailers in a B-double transporting bulk Dangerous Goods must have antilock brakes fitted to the trailers. The antilock brakes must be fitted to:

(a) each single axle;

(b) at least one axle in any tandem axle group; and

(c) at least two axles in any tri-axle group.

Prime Mover's Air Brakes

1.7 (1) If a B-double is fitted with brakes that operate using compressed air, the braking system of the motor vehicle must meet the requirements in subclauses (2) and (3) when:

(a) the pressure is measured in an 800 millilitre vessel connected by a 2 metre pipe with a bore of approximately 13 millimetres to the coupling head of the braking system; and

(b) the initial air pressure is not less than:

(i) the arithmetic average of the maximum and minimum pressures in the operating pressure range specified by the manufacturer of the vehicle; or

(ii) if there is no manufacturer's specification—650 kilopascals.

1.7 (2) The pressure must reach at least 420 kilopascals within 400 milliseconds after the rapid and complete application of the foot-operated control of the braking system.

1.7 (3) After the brakes have been fully applied, the pressure must fall within 500 milliseconds of the release of the foot-operated control to 35 kilopascals.

Air Brakes in a B-double: Least Favoured Chamber

1.8 (1) The pressure in the least favoured chamber of the braking system of a B-double whose brakes operate using compressed air must meet the requirements of subclause (2) when the initial air pressure is not less than:

(a) the arithmetic average of the maximum and minimum pressures in the operating pressure range specified by the manufacturer of the vehicle; or

(b) if there is no manufacturer's specification—650 kilopascals.

1.8 (2) The pressure must reach at least 420 kilopascals within 1.0 second of the rapid and complete application of the foot-operated control on a B-double.

1.8 (3) After the brakes have been fully applied, the pressure must fall to 35 kilopascals or the pressure at which the friction surfaces cease to contact each other within 1.0 second of the release of the foot-operated brake control on a B-double.

1.8 (4) In subclause (1), "least favoured chamber" means the brake chamber with the longest line to the treadle valve in the prime mover.

Recovery of Air Pressure for Brakes in B-doubles

1.9 The air pressure in each air brake reservoir in a B-double must recover to at least 420 kilopascals within one minute after 3 full brake applications have been made within a 10 second period if, before the 3 brake applications have been made:

(a) the engine is running at maximum speed ; and

(b) the governor cut-in pressure is no higher than:

(i) the pressure recommended by the manufacturer; or

(ii) if there is no recommendation by the manufacturer—550 kilopascals; and

(c) the initial air pressure in the storage tanks of the vehicles is not less than:

(i) the arithmetic average of the maximum and minimum pressures in the operating pressure range specified by the manufacturer of the vehicle; or

(ii) if there is no manufacturer's specification—650 kilopascals.

Air Supply for Brakes in a B-double

1.10 A B-double that uses compressed air to operate accessories must have:

(a) sufficient air compressor capacity and air receiver volume to ensure that the operation of the accessories does not adversely affect brake performance; and

(b) a compressed air system built to ensure that the brake system is preferentially charged.

Brake Line Couplings

1.11 (1) Brake line couplings on the same part of a vehicle in a B-double must not be interchangeable.

1.11 (2) The couplings must be polarised in accordance with Australian Standard AS D8-1971 "Hose Couplings for Use with Vacuum and Air-Pressure Braking Systems on Prime Movers, Trailers and Semi-trailers" if the hoses used with the brake couplings are used for the same purpose as the hoses described in the Australian Standard.

Simultaneous Parking Brake Application

1.12 If the parking brake of a motor vehicle in a B-double is applied, the parking brakes of any attached trailer must also be applied automatically.

Capacity of Air Reservoirs

1.13 (1) The capacity of the air storage tanks of a motor vehicle used in a B-double must be at least 12 times the volume of all the brake activation chambers on the motor vehicle.

1.13 (2) The capacity of the air storage tanks of a trailer used in a B-double must be at least 8 times the volume of all brake activation chambers on the trailer.

Speed Limiting

1.14 A prime mover with a GVM of more than 15 tonnes that was manufactured after 31 December 1987 must comply with the technical requirements of ADR 65.

Couplings for B-doubles

1.15 (1) A fifth wheel coupling used to connect a towing vehicle to a semi-trailer used in a B-double must not be built with a pivot that allows a semi-trailer to roll relative to the towing vehicle.

1.15 (2) Subclause (1) does not apply to a fifth wheel coupling if:

(a) the semi-trailer design requires torsional stresses to be minimised; and

(b) the roll axis of the fifth wheel coupling is above the surface of the coupler plate; and

(c) the degree of rotation allowed around the roll axis of the fifth wheel coupling is restricted to prevent roll instability.

1.15 (3) A turntable used in a vehicle that forms part of a B-double must be marked with:

(a) the name or trademark of the manufacturer; and

(b) the D-value rating;

of the turntable.

Selection of Fifth Wheel Couplings for B-doubles

1.16 (1) A fifth wheel coupling used in a B-double must have a D-value of at least 107 kilonewtons (11.0 tonnes) in accordance with the Australian Standard AS 1773-1990 "Articulated Vehicles—Fifth Wheel Assemblies".

1.16 (2) A turntable used in a B-double must have a D-value of at least 107 kilonewtons (11.0 tonnes) in accordance with Australian Standard AS 1773-1990 "Articulated Vehicles—Fifth Wheel Assemblies".

1.16 (3) A fifth wheel coupling used in a B-double that is built for a 50 millimetre or 90 millimetre kingpin must:

(a) be built to meet the dimensional requirements in Australian Standard AS 1773-1990 "Articulated Vehicles—Fifth Wheel Assemblies"; and

(b) not be worn away more than is recommended by that Australian Standard.

1.16 (4) A fifth wheel coupling used in a B-double that is built for a 75 millimetre kingpin must:

(a) be compatible with the kingpin described in subclause 1.20 (3); and

(b) not be worn away more than is specified in clause 1.17.

Determining the D-value of a Fifth Wheel Coupling

1.17 When testing a fifth wheel coupling built for a 75 millimetre kingpin used in a B-double to determine whether its D-value meets the requirements of clause 1.16 (1):

(a) the closed jaw diameter must not wear more than 2.6 millimetres; and

(b) the jaw thickness must not wear more than 3 millimetres.

Mounting of Fifth Wheel Couplings on B-doubles

1.18 A fifth wheel coupling must be mounted on a prime mover or a semi-trailer used in a B-double in accordance with the requirements of Australian Standard AS 1771-1987 "Installation of Fifth Wheel and Turntable Assemblies".

Branding of Fifth Wheel Couplings on B-doubles

1.19 A fifth wheel coupling on a vehicle manufactured on or after 1 July 1991 forming part of a B-double must be clearly and permanently marked in accordance with Australian Standard AS 1773-1990 "Articulated Vehicles—Fifth Wheel Assemblies" with the:

(a) the name or trademark of its manufacturer; and

(b) its D-value rating; and

(c) its nominal size.

Selection of Kingpins for B-doubles

1.20 (1) A kingpin used in a B-double must:

(a) be a 50 millimetre, 75 millimetre or 90 millimetre kingpin; and

(b) have a D-value of at least 107 kilonewtons (11.0 tonnes) in accordance with Australian Standard AS 2175 1990 "Articulated Vehicles—Kingpins".

1.20 (2) A 50 millimetre or 90 millimetre kingpin used in a B-double must:

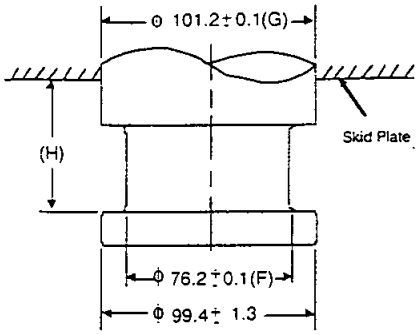
(a) be built to meet the dimensional requirements in Australian Standard AS 2175-1990 "Articulated Vehicles-Kingpins"; and

(b) not be worn away more than is recommended by that Australian Standard.

1.20 (3) A 75 millimetre kingpin used in a B-double must:

(a) be built to meet the dimensions in the diagram below; and

(b) not be worn away more than is specified in subclause (4).



(All dimensions in millimetres)

Dimensions of a 75 millimetre kingpin

1.20 (4) When testing a 75 millimetre kingpin described in the essential diagram in subclause (3) to determine whether its D-value meets the requirements of subclause (1) (b):

(a) diameter F must not wear more than 3 millimetres; and

(b) diameter G must not wear more than 2 millimetres; and

(c) height H must not wear more than 2.3 millimetres.

Attachment of Kingpins on B-doubles

1.21 A kingpin on a trailer used in a B-double must be attached in accordance with:

(a) the manufacturer's recommendations and instructions; or

(b) the guidelines detailed in Australian Standards AS 2175-1990 "Articulated Vehicles—Kingpins".

Branding of Kingpins on B-doubles

1.22 A kingpin used in a trailer manufactured on or after 1 July 1991 that forms part of a B-double must be clearly and permanently marked on the lower circular face of the kingpin in accordance with Australian Standard AS 2175-1990 "Articulated Vehicles—Kingpins" with:

(a) the name or trademark of its manufacturer; and

(b) its D-value; and

(c) its nominal size.

PART 2—PERMITTED MASS AND DIMENSION LIMITS

Mass Limits

2.1 (1) The maximum axle mass limits are the lesser of:

(a) steering single axle—6.0 tonnes gross;
tandem axle group consisting of 8 tyres—16.5 tonnes gross;
tri-axle group consisting of 12 tyres—20.0 tonnes gross;
tri-axle group consisting of 6 tyres with section widths of at least 375 millimetres—20.0 tonnes gross; or

(b) the manufacturers' mass ratings; or

(c) the sum of the mass limits for the tyres fitted to the axles and axle groups.

2.1 (2) The maximum gross mass limits are the lesser of:

(a) 59.0 tonnes gross; or

(b) the sum of the axle and axle group mass limits in subclause (1) (a); or

(c) the sum of the manufacturer's mass limits for the prime mover (GVM) and the semi-trailers (GTM); or

(d) the gross combination mass (GCM) limit specified by the prime mover manufacturer.

Dimension Limits

2.2 (1) Prime movers and semi trailers must comply with Third Edition ADR 43/03;

2.2 (2) A B-double must not be more than 23 m long;

2.2 (3) A B-double must not be more than 4.3 m high;

2.2 (4) In spite of subclause (3):

(a) the height of a B-double built to carry cattle, sheep, pigs or horses must not exceed 4.6 m; and

(b) the height of a B-double that is carrying vehicles on more than one deck may be loaded to a maximum height of 4.6 m;

2.2 (5) The distance measured at right angles between the rear overhang line of a trailer carrying vehicles on more than one deck and the rearmost vehicle on the trailer must not exceed 4.9 m.

Minimum Axle Group Spacings

2.3 The following minimum distances between the centre of an axle and the centre of an axle group must be complied with:

(a) between two single axles—5.0 metres; and

(b) between a single axle and an axle group—5.0 metres; and

(c) between a tandem axle group and a tandem axle group—6.0 metres; and

(d) between a tandem axle group and a tri-axle group—7.0 metres; and

(e) between a tri-axle group and a tri-axle group—7.0 metres.

PART 3—SPECIFIED CONDITIONS

General Conditions

3.1 (1) To ensure safe passage without damage to any property it is the responsibility of the owner and driver of a B-double to ensure that the clearance to overhead structures, cables, wires and trees is at least 200 mm greater than the maximum height of the vehicle and sufficient to ensure safe passage.

3.1(2) Operations are only permitted between off-road terminals where both access and egress is made by forward travel (i.e. no reversing is permitted).

3.1(3) Deviation from the approved routes is not permitted except in emergencies. Emergency route deviations can only be made at the direction of a Victoria Police officer, Roads Corporation officer or by obtaining permission from a VicRoads' Permit Issuing Officer on telephone (03) 345 4209 or after hours by telephone from the VicRoads Control Room on 13 1170.

3.1 (4) A copy of this gazette notice or a VicRoads' information sheet pertaining to this gazette notice must be carried by the driver of the vehicle at all times when operating under this gazette notice and must be produced when requested by a Roads Corporation or a Police Officer.

3.1 (5) Drivers of B-doubles must have either a driver licence endorsed for B-doubles or of a category that encompasses B-doubles. In the case of an endorsement, evidence such as an original letter of authorisation by the relevant licensing authority must also be carried. If the driver has completed a driver training course within the last 14 days, pending the endorsement of the licence, the driver must carry a suitable Certificate of Competence issued by a training provider approved by the Roads Corporation.

3.1 (6) Bulk Dangerous Goods transported by bulk road tankers must have the approval of the Dangerous Goods Branch of the Occupational Health and Safety Authority with the vehicle meeting the current Australian Code for the Transport of Dangerous Goods by Road and Rail.

3.1(7) When following any other vehicle which is longer than 19 metres or wider than 2.5 metres, the driver of this B-Double must leave at least 200 metres headway to that vehicle, except when overtaking.

3.1 (8) The vehicle manufacturer's ratings must not be exceeded.

3.1 (9) A copy of a State Road Authority or State Road Authority approved engineers report certifying the prime mover and trailers in the B-double meet the B-double standards pertaining to this gazette notice must be carried by the driver of the vehicle at all times when operating under this gazette notice and must be produced when requested by a Roads Corporation or a Police Officer.

3.1 (10) To limit potential roll-over forces of multi-deck B-doubles carrying livestock and ensure reasonable stability, the owners and drivers of B-doubles must ensure that:

(a) no animals are loaded on an upper deck unless each deck below is fully loaded, except for pens that contain the loading ramps; and

(b) no animals are to be loaded on the rear most semi-trailer unless the forward semi-trailer is loaded; and

(c) at least 4 pens per deck are provided when transporting sheep and at least 3 pens per deck when transporting cattle; and

(d) if any deck on the vehicle is not fully loaded the animals are to be confined across the width of the deck.

3.1 (11) To limit potential roll-over forces of multi-deck B-doubles carrying vehicles and ensure reasonable stability, the owners and drivers of B-doubles must ensure that:

(a) where a B-double is only partially loaded, the low level decks must be loaded before carrying vehicles on the upper decks, except that the bottom well-deck may be left empty; and

(b) where a mix of defined vehicles are being carried and there is a difference in the individual masses of each

vehicle of more than 500 kilograms, the heavier vehicles shall be carried on the lower decks; and

(c) each individual vehicle being transported must be secured to the B-Double.

3.1 (12) Except where explicitly varied by this general gazetted permit, the provisions of the **Road Safety Act 1986** and its Regulations and any other Act, Regulation or By-Law are applicable.

PART 4—SPECIFIED ROADS

4.1 Travel is only allowed on the following roads:

HIGHWAYS AND FREEWAYS

Bass Highway;

Bellarine Highway between McKillop Street Geelong and Queenscliff;

Borung Highway;

Burwood Highway;

Calder Highway and Freeway between Mildura and Essendon. Detour Bendigo as given below and exiting and entering the Calder Freeway at Keilor via the Keilor Park Drive overpass;

Calder Alternative Highway;

Cann Valley Highway;

Dandenong Valley Highway;

Docklands Highway;

Eastern Highway and Freeway;

Frankston Freeway;

Glenelg Highway;

Goulburn Valley Highway between NSW Border at Tocumwal and Eildon. Detour Shepparton as given below. Detour low rail bridge in Seymour with a Roads Corporation permit;

Greensborough Highway;

Hamilton Highway between:

- Hamilton and Lismore;
- Cressy and Fyansford. No travel over Woody Yallock River Bridge at Cressy. Detour Deviation Road at Fyansford via Fyansford-Gheringhap Road and Midland Highway;

Henty Highway;

Hoddle Highway. Maximum clearance under the Richmond rail bridge and overhead gantry lights is 4.2 metres.

Hopkins Highway. Travel through Warrnambool with a Roads Corporation permit;

Hume Highway and Freeway;

Hyland Highway. Detour low rail bridge at Traralgon as below;

Loddon Valley Highway;

Kiewa Valley Highway;

McIvor Highway between Heathcote and Sternberg Street Bendigo. No travel under the low overhead bridge in Bendigo;

Mallee Highway. No travel over the Murray River Bridge at Tooleybuc;

Maroondah Highway between:

- Union Road Box Hill and Warburton Highway;
- Saint Fillans and Kidston Parade Mansfield;

Maroondah Link Highway;

Melton Highway;

Midland Highway between:

- Geelong West and Springmount.
- White Hills (Bendigo) and Old Thoona Road north of Benalla. Detour centre of Benalla as below;
- Hume Freeway and Dead Horse Lane Mansfield.

Midland Link Highway;

Monash Highway;

Moorooduc Highway;

Mornington Peninsula Freeway;

Murray Valley Highway. Detour Wodonga as given below;

Nepean Highway between Warrigal Road and Princes Highway at St Kilda;

Northern Highway;

Ovens Highway between Hume Freeway and Bright;

Omeo Highway between Lucknow and Bruthen;

Plenty Valley Highway;

Princes Highway and Freeway between:

- SA Border and Western Highway at Footscray.
- NSW Border and Nowa Nowa;
- Lucknow and South Melbourne. Note 4.6 metre height clearance under the Stratford rail bridge. No travel on Kings Bridge;

Pyrenees Highway between Ararat and Newstead. Detour Maryborough as below;

South Eastern Arterial. Maximum clearance under overhead bridges at Richmond is 4.2 metres.

South Gippsland Highway and Freeway between Dandenong and Rosedale-Longford Road at Longford;

State Highway (unnamed—St Georges Road between Bell Street and Merri Parade);

State Highway (unnamed—Bell Street, Bell-Banksia Link, Banksia Street, Manningham Road West, Manningham Road, Williamsons Road, Doncaster Road, Mitcham Road, Springvale Road);

State Highway (unnamed—Lower Dandenong Road, Cheltenham Road). No travel under the Dandenong rail bridge.

Strzelecki Highway;

Sturt Highway;

Sunraysia Highway between:

- Midland Highway and Western Freeway in Ballarat;
- St Arnaud and Bronzewing (Calder Highway).

Surf Coast Highway;

Tullamarine Freeway;

Warburton Highway;

Warrigal Highway. Maximum clearance under Homesglen rail bridge 3.9 metres;

Western Highway and Freeway between the SA Border and Princes Highway at Footscray. B-doubles exceeding 4.3 metres high must detour:

- the overhead rail bridge at Armstrong via Military Bypass Road;
- and must not travel between Station Road Deer Park and McIntyre Road Ardeer;

Wimmera Highway;

Yarra Bank Highway. Maximum clearance under overhead gantry lights on Swan Street Bridge is 4.5 metres.

VARIOUS CONNECTING ROADS

North Eastern Victoria

Glenrowan-Myrtleford Road;

Kiewa East Road;

Lindsay Road;

Cudgewa-Tintaldra Road;

Murray River Road between Jingellic and Murray Valley Highway south of Towong;

Wahgunyah-Wangaratta Road;

Benalla-Yarrawonga Road;

Benalla-Winton Road;

Wangaratta-Yarrawonga Road between Esmond and Peechelba;

Greta Road;

Buffalo River Road;

Dead Horse Lane at Mansfield

Myrtleford to Wodonga

Myrtleford-Yackandandah Road;

Dederang Road;

Wodonga-Yackandandah Road;

Central Victoria

Echuca-Mooroopna Road,

North Western Victoria

Sea Lake-Swan Hill Road.

Western Victoria

Old Creswick-Newstead Road;

Creswick-Newstead Road between south of Smeaton and Newstead;

South Western Victoria

Woolsthorpe-Heywood Road between Heywood and Homerton;

Ettrick-Tyrendarra Road between Homerton and Tyrendarra;

Warrnambool-Caramut Road between Princes Highway and Mailer Flat;

Mailors Flat-Koroit Road; Penshurst-Warrnambool Road;

Dartmoor-Hamilton Road;

Terang-Mortlake Road;

Maroona-Glenthompson Road; Mortlake-Ararat Road;

Colac-Ballarat Road.

Gippsland

Rosedale-Longford Road;

Buchan Road between Bruthen and Nowa Nowa Road;

Nowa Nowa Road.

And on the following roads in the urban areas of:

Ballarat

Detour centre of Ballarat via City Centre Bypass;

Gillies Street;

Ballarat-Carngham Road (Latrobe Street) between Glenelg Highway and Wiltshire Lane, Wiltshire Lane;

Drummond Street between Western Highway and Glenelg Highway;

Sutton Street between Ballarat-Carngham Road and Glenelg Highway.

Bandiana

Whytes Road.

Benalla

Detour centre of Benalla via:

Old Thoona Road; Benalla-Yarrawonga Road;

Benalla-Winton Road between Witt Street and Hume Freeway;

Bendigo

Detour the Midland Highway and the McIvor Highway in the centre of Bendigo with a Roads Corporation permit.

Detour the Calder Highway in the centre of Bendigo via:

Calder Highway At Long Gully to Calder Highway At Golden Square

Golden Square-Long Gully Road between Calder Highway and Calder Highway.

Geelong

Fyansford-Corio Road between Midland Highway and Belmont-Corio Road;

Belmont-Corio Road between Midland Highway and Princes Highway;

The Boulevard, Morgan Street;

Anglesea Road.

Princes Highway to Point Henry

McKillop Street, Ormond Road, Bellarine Highway at Newcomb and Moolap; Moolap Station Road and Point Henry Road;

Roads in the Vicinity of the Wharves

North Shore Road;

Bayside Road between Princes Highway and St Georges Road (North Shore Road and Corio Quay Road [Do not exit Corio Quay Road directly into the Princes Highway, but exit via North Shore Road], The Esplanade between Corio Quay Road and Seabeach Parade, Seabeach Parade);

Madden Avenue; Walchs Road between The Esplanade and Seabeach Parade;

The Esplanade between Madden Avenue and Seabreeze Parade;

Seabreeze Parade between The Esplanade and Seabeach Parade;

Station Street between Princes Highway and St Georges Road;

St Georges Road between Station Street and Seabeach Parade.

Maryborough

Detour low bridge and wires in Maryborough via:

Pyrenees Highway West to Pyrenees Highway East

Phelan Road, Gladstone Street, Tullaroop Road, Chaplins Road at Carisbrook.

Melbourne

Campbellfield and Somerton

Barry Road between Hume Highway and Pascoe Vale Road;

Cooper Street between Hume Highway and Rex Road.

Hume Highway to Western Highway

Somerton Road, Mickleham Road, Tullamarine Freeway between Tullamarine and Essendon, Calder Freeway, Green Gully Road (St Albans Road Extension, St Albans Road), Taylors Road, Kings Road, Station Road.

Hume Highway between Somerton and Western Ring Road, Western Ring Road between Mahoneys Road and Tullamarine Freeway.

Western Highway to Princes Highway

Robinsons Road;

Station Road, Mt Derrimut Road, Boundary Road, Little Boundary Road.

Princes Highway to Footscray

Grieve Parade, West Gate Freeway;

Williamstown Road between Spotswood and Francis Street;

Docklands Highway;

Whitehall Street between Francis Street and Footscray Road. When south bound use Moreland Street between Footscray Road and Whitehall Street;

Footscray Road;

West Gate Freeway, Lorimer Street;

Montague Street between West Gate Freeway and Charles Grimes Bridge Road;

Charles Grimes Bridge Road, Footscray Road.

Roads in the Vicinity of Swanson and Appleton Docks

Mackenzie Road (excluding the section that provides access to No. 1 Maribyrnong Berth);

Dahlenburgh Street, Gibbons Street, Oliphant Street;

Coode Road;

Appleton Dock Road, Kermode Street, Anderson Road, Phillipps Road, Anderson Road Extension;

Swanson Dock Road between Coode Road and Footscray Road;

Dock Link Road.

Roads in the Vicinity of Victoria Dock

Dudley Street south of Footscray Road, Pitt Street;

Sudholz Street, Boyd Street;

Pigott Street, North Wharf Road.

Port Melbourne and Webb Dock

Lorimer Street, Todd Road;

Williamstown Road;

Swanton Street, Mayne Road.

Dandenong to Western Suburbs

South Gippsland Freeway, Mulgrave Freeway, Warrigal Road at Chadstone; Princes Highway between Dandenong and West Gate Freeway at South Melbourne (Dandenong Road, Queens Way, Queens Road, Kings Way), West Gate Freeway.

Hume Highway to Dandenong

Mahoneys Road, Keon Parade, Dalton Road, Wood Street, Settlement Road, Plenty Valley Highway at Bundoora, Metropolitan Ring Road, Greensborough Highway (Greensborough Road, Lower Plenty Road, Rosanna Road, Lower Heidelberg Road at Heidelberg);

State Highway (Banksia Street, Manningham Road West, Manningham Road, Williamsons Road, Doncaster Road at Doncaster, Mitcham Road at Donvale, Springvale Road), Mulgrave Freeway.

Dandenong to Hastings

Dandenong-Hastings Road;

Frankston-Flinders Road Between Tyabb and Marine Parade;

Marine Parade between Frankston-Flinders Road and Barclay Crescent;

Barclay Crescent, Bayview Road, Long Island Drive.

Hallam

Pound Road between South Gippsland Highway and South Gippsland Freeway;

Mulgrave

Ferntree Gully Road between Springvale Road and Mulgrave Freeway;

Jacksons Road.

Eastern Suburbs

Canterbury Road between Springvale Road and Colchester Road;

Bayswater Road and Mountain Highway at Bayswater;

Doncaster Road at Doncaster.

South Eastern Suburbs

Centre Road between Springvale Road and Warrigal Road;

Westall Road, Springvale Bypass;

Braeside-Dandenong Road.

Southern Suburbs

Sturt Street between City Road and West Gate Freeway;

Union Street between Queens Road and St Kilda Road;

St Kilda Road between Union Street and Nepean Highway;

Centre Dandenong Road between Nepean Highway and Boundary Road.

Western Suburbs

Fitzgerald Road between Boundary Road and Princes Freeway;

Dohertys Road between Fitzgerald Road and Grieve Parade;

Gordon Luck Avenue at Altona North;

Kororoit Creek Road between Fitzgerald Road and Fink Street, Fink Street; Grieve Parade, Pinnacle Road, Blackshaws Road between Grieve Parade and the entrance to Detroit Engine and Turbine Company at Altona North,

Maidstone Street, Ajax Road, Slough Road at Altona;

Fairbairn Road between Boundary Road and Somerville Road;

Somerville Road between Fairbairn Road and Princes Highway;

McDonald Road at Brooklyn;

Millers Road between West Gate Freeway and Princes Highway;

Spotswood

Douglas Parade, Hyde Street, Burleigh Road;

Melbourne Road between Blackshaws Road and West Gate Freeway.

Morwell

Monash Way at Morwell;

Maryvale Road;

Traralgon West Road between Scruby Lane and APM Forests entrance.

Shepparton

Shepparton Alternative Route (River Road at Kialla [south of Shepparton] between Goulburn Valley Highway and Moores Road, Moores Road, Doyles Road, Grahamvale Road between Shepparton and Congupna).

Traralgon

Detour low rail bridge on the Hyland Highway in Traralgon via:

McNairn Road at Traralgon;

Minniedale Road North at Traralgon.

Wodonga

Hovell Street north of Osburn Street, Huon Street between Hovell Street and the railway line;

Melbourne Road (Murray Valley Highway) between Hume Freeway and Sangsters Road, Melrose Drive between Melbourne Road and Moloney Drive, Moloney Drive;

Sangsters Road between Murray Valley Highway and Kelly Street, Kelly Street between Sangsters Road and Uncle Bens ' gate just north of the railway line.

Hume Highway (north) to Murray Valley Highway (east)

Hume Highway (High Street) between Hume Freeway and Osburn Street, Osburn Street, Chapple Street;

PART 5—DEFINITIONS

Definitions

5.1 In this notice—

"ADR" (Australian Design Rule) means a national standard under the **Motor Vehicle Standards Act 1989**.

"Australian Standard" means a standard, approved for publication on behalf of the Council of the Standards Association of Australia.

"antilock brakes" means a portion of a service brake system that automatically controls the degree of rotational wheel slip relative to the road at one or more road wheels of the vehicle during braking.

"articulated vehicle" means a vehicle consisting of a prime mover and a semi-trailer.

"axle group" means a single axle group, tandem axle group or tri-axle group.

"B-double" means a combination of vehicles consisting of a prime mover towing two semi-trailers.

"centre of an axle group" means a line located midway between the centre lines of the outermost axles of the group.

"D-value" means the strength capacity of a connection device as defined in:

(a) Australian Standard AS 1773-1990 "Articulated Vehicles—Fifth Wheel Assemblies"; or

(b) Australian Standard AS 2213-1984 "50 mm Pintype Couplings and Drawbar Eyes for Trailers"; or

(c) Australian Standards AS 2175-1990 "Articulated Vehicles—King Pins".

"emergency brake" means a brake designed to be used if a service brake fails.

"gross vehicle mass (GVM)" means the maximum loaded mass of a vehicle:

(a) as specified by the manufacturer; or

(b) as specified by the vehicle registration authority if:

(i) the manufacturer has not specified a maximum loaded mass; or

(ii) the manufacturer cannot be identified; or

(iii) the vehicle has been modified to the extent that the manufacturer's specifications is no longer appropriate.

"gross trailer mass (GTM)" means the mass transmitted to the ground by the axle or axles of the trailer when coupled to a drawing vehicle and carrying its maximum load recommended by the trailer manufacturer approximately uniformly distributed over the load bearing area of the trailer.

"gross combination mass (GCM)" means in relation to a motor vehicle, the greatest possible sum of the maximum loaded mass of the motor vehicle and of any vehicles that may lawfully be towed by it at one time:

(a) as specified by the motor vehicle's manufacturer:

(i) on a plate fixed to the vehicle by the manufacturer; or

(ii) if the manufacturer has not specified the sum of the maximum loaded mass on a plate fixed to the vehicle—in another place; or

(b) as specified by the vehicle registration authority if:

(i) the manufacturer has not specified the sum of the maximum loaded mass; or

(ii) the manufacturer cannot be identified; or

(iii) the vehicle has been modified to the extent that the manufacturer's specifications is no longer appropriate.

"licensing authority" means the same authority as the vehicle registration authority.

"owner" means in relation to a vehicle:-

(a) a person in whose name the vehicle is registered under a Commonwealth, State or Territory Act; or

(b) a person who, according to the vehicle registration authority's records, has acquired the vehicle from the person in whose name the vehicle is registered under the relevant Act; or

(c) if the vehicle is not registered—a person to whom a mark, plate, or permit has been issued to allow the vehicle to be used; or

(d) a person who is entitled to the possession of the vehicle.

"prime mover" means a motor vehicle built to tow a semi-trailer.

"rear overhang line" means:

(a) if there is a single axle at the rear of the vehicle—the centre line of the axle; or

(b) if there is an axle group at the rear of the vehicle—the centre of the axle group, determined without regard to the presence of any steerable axle unless all axles in the group are steerable.

"semi-trailer" means a trailer that has:-

(a) one axle group or single axle towards the rear; and

(b) a means of attachment to a prime mover that would result in some of the load being imposed on the prime mover.

"single axle" means an axle not forming part of an axle group.

"single axle group" means a group of two or more axles, in which the horizontal distance between the centre lines of the outermost axles is less than 1.0 metre.

"service brake" means the brake normally used to decelerate a vehicle.

"tandem axle group" means a group of at least two axles, in which the horizontal distance between the centre lines of the outermost axles is at least 1.0 metre, but not more than 2.0 metres.

"tri-axle group" means a group of at least three axles, in which the horizontal distance between the centre lines of the outermost axles is more than 2.0 metres, but not more than 3.2 metres.

"vehicle registration authority" means in relation to a vehicle:

(a) the authority that last registered the vehicle; or

(b) if the vehicle has never been registered- the authority responsible for registering vehicles in the jurisdiction in which the vehicle is used or is intended to be used.

"50 millimetre kingpin" means a kingpin meeting the dimension requirements for a 50 millimetre kingpin in Australian Standard AS 2175-1990 "Articulated Vehicles—Kingpins".

"75 millimetre kingpin" means a kingpin with the dimensions specified in clause 1.20 (3).

"90 millimetre kingpin" means a kingpin meeting the dimension requirements for a 90 millimetre kingpin in Australian Standard AS 2175-1990 "Articulated Vehicles—Kingpins".

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