



Victoria Government Gazette

No. S 150 Friday 28 November 1997
By Authority, Victorian Government Printer

SPECIAL

Road Safety (Vehicles) Regulations 1988

GENERAL PERMIT FOR AGRICULTURAL VEHICLES AND AGRICULTURAL COMBINATIONS

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

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 road a motor vehicle which is towing more than one other vehicle.

Under the above two regulations, I, Geoff Kloot, delegate of the Roads Corporation, allow and approve the following vehicles and combinations to travel on the roads described in Part 7 of the Schedule to this General Permit if they comply with all of the conditions in that Schedule:

- (a) an agricultural vehicle or agricultural combination which exceeds the prescribed mass and/or dimension limits; and
- (b) an agricultural combination comprising a motor vehicle towing more than one other vehicle.

It is a condition of this General Permit that any trip permitted under it is made at the absolute risk of the owner, operator and driver and no representation is made by the Roads Corporation that:

- (a) any road, bridge, culvert, causeway or grid is capable of withstanding a vehicle or combination operating under the General Permit; or
- (b) there is sufficient clearance under wires, structures or trees; or
- (c) there is sufficient ground clearance at rail level crossings.

It is a condition of this General Permit that the owner of a vehicle or combination operating under it:

- (a) releases the Roads Corporation, its successors and assigns from all actions, proceedings, claims and demands, costs and expenses which may otherwise be brought, made or claimed by the owner or the owner's successors or assigns as a result of anything done by or on behalf of the owner under the General Permit; and
- (b) indemnifies the Roads Corporation, its successors and assigns, and agrees at all times hereafter to keep them indemnified against all actions, proceedings, claims and demands, costs and expenses which may be brought, made or claimed against them by any other person as a result of anything done by or on behalf of the owner under the General Permit.

This General Permit expires on 31 December 1999.

The parts of the General Permit published in the Victoria Government Gazette No. S 56 of Friday 23 June 1995 pertaining to agricultural vehicles and agricultural combinations are hereby revoked.

Dated 27 November 1997

GEOFF KLOOT
General Manager, Traffic and Road Use Management
Roads Corporation

Note: If any requirement of the Schedule is breached, the General Permit ceases to apply, and the owner and driver of the vehicle or combination and any person who caused or permitted it to be used on a road may be prosecuted for exceeding the prescribed mass or dimension limits or for towing more than one vehicle.

THE SCHEDULE

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PART 1 - MASS LIMITS FOR OVERMASS VEHICLES AND COMBINATIONS

Axle mass limit

1.1(1) The gross mass on an axle of an agricultural vehicle must not exceed its mass limit which is the lowest of:

- (a) the sum of the manufacturer's mass limits of the tyres fitted to the axle; and
- (b) the manufacturer's mass limit of the axle; and
- (c) the mass limit based on the width of the narrowest tyre on the axle and the ground contact width as shown in Table 1.

Table 1

WIDTH OF NARROWEST TYRE		MASS LIMIT			
		AXLES WITH TWO TYRES	AXLES WITH FOUR TYRES		
At least	Less than		All ground contact widths	Ground contact width less than 2.51 m	Ground contact width at least 2.51 m but not more than 3.5 m
190 mm	228 mm	4.5 tonnes	9.0 tonnes	9.0 tonnes	9.0 tonnes
228 mm	254 mm	5.0 tonnes	9.0 tonnes	9.5 tonnes	9.5 tonnes
254 mm	279 mm	6.0 tonnes	9.0 tonnes	10.0 tonnes	10.0 tonnes
279 mm	305 mm	6.5 tonnes	9.0 tonnes	10.5 tonnes	11.0 tonnes
305 mm	330 mm	7.0 tonnes	9.0 tonnes	10.5 tonnes	12.0 tonnes
330 mm	356 mm	7.5 tonnes	9.0 tonnes	10.5 tonnes	12.0 tonnes
356 mm	381 mm	8.0 tonnes	9.0 tonnes	10.5 tonnes	12.0 tonnes
381 mm		9.0 tonnes	9.0 tonnes	10.5 tonnes	12.0 tonnes

1.1(2) For the purposes of Table 1:

- (a) the width of a radial ply tyre is the number of millimetres marked on the tyre in the position labelled "Section width" in Figure 1; and
- (b) the width of a bias type tyre is the number of millimetres equal to 25.4 times the number marked on the tyre in the position labelled "Width code" in Figure 2; and

- (c) if there is no section width or width code marked on a tyre, the tyre width for the purposes of Table 1 may be determined by measuring the width of the part of the tyre that normally comes into contact with the road surface.

Radial Ply Tyre Size (metric)

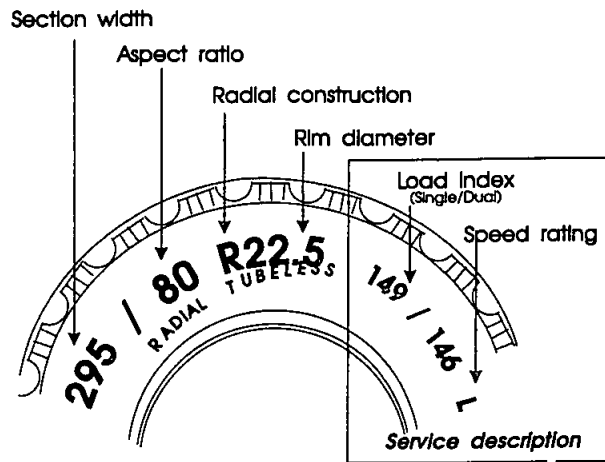


Figure 1

Bias Ply Tyre Size (code)

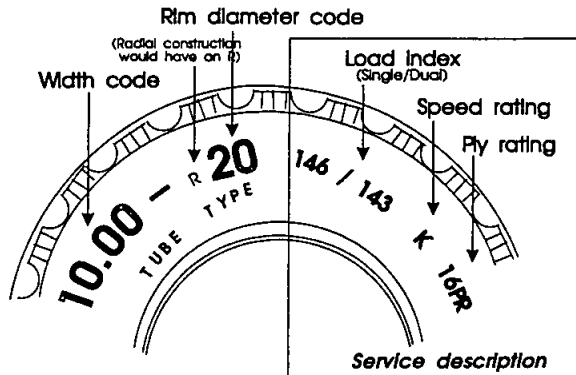


Figure 2

Vehicle mass limit

- 1.2 The gross mass of an agricultural vehicle must not exceed its mass limit which is the lower of:
 - (a) the sum of the axle mass limits described in sub clause 1.1(1); and
 - (b) the gross vehicle mass limit (GVM).

PART 2 - DIMENSION LIMITS FOR OVERSIZE VEHICLES AND COMBINATIONS

Minimising dimensions

- 2.1 An oversize vehicle or combination must be reduced to the smallest practicable dimensions.

Width

- 2.2(1) The width of an agricultural vehicle or agricultural combination must not exceed 6.0 metres.
- 2.2(2) The width is measured without taking into account any rear vision mirrors, lights or reflectors which are mounted on the side of the vehicle and comply with the standards for registration.

Length

- 2.3(1) The length of an agricultural machine must not exceed 12.5 metres.
- 2.3(2) The length of an agricultural implement other than an auger or conveyer must not exceed 13.0 metres.
- 2.3(3) The length of an auger or conveyer must not exceed 16.0 metres.
- 2.3(4) The length of an agricultural combination must not exceed 25.0 metres.

Height

- 2.4 The height of an agricultural vehicle or agricultural combination must not exceed 4.6 metres.

Rear overhang

- 2.5(1) The distance from the rear overhang line to the rear of an agricultural vehicle other than an auger or conveyer must not exceed 4.5 metres.
- 2.5(2) The distance from the rear overhang line to the rear of an auger or conveyor must not exceed 8.0 metres.

PART 3 - WARNING DEVICES FOR OVERSIZE VEHICLES AND COMBINATIONS

Warning sign

- 3.1(1) A warning sign which complies with the requirements of sub clauses 3.1(4) to 3.1(11) must be displayed:
- (a) at the front and rear of an agricultural machine or agricultural combination which is more than 2.5 metres wide; and
 - (b) at the rear of an agricultural combination which is more than 22.0 metres long but not more than 2.5 metres wide.
- 3.1(2) In spite of sub clause 3.1(1), a warning sign does not have to be displayed on a tractor but must be displayed at the rear of any implement towed by the tractor.
- 3.1(3) The warning signs must not be displayed if the vehicle or combination is not more than 2.5 metres wide or the combination is not more than 22.0 metres long.
- 3.1(4) The warning sign must be at least 1200 millimetres long and at least 450 millimetres high.
- 3.1(5) The warning sign must be made of stiff, flat, weatherproof material.
- 3.1(6) The face of the warning sign must have:
- (a) a yellow surface which complies with Class 1 or 2 of Australian Standard AS 1906, "Retro-reflective Materials and Devices for Road Traffic Control Purposes", Parts 1 to 4 (inclusive); and
 - (b) a black border which-
 - (i) is at least 20 millimetres wide, and
 - (ii) is set at least 10 millimetres in from the edge of the sign unless the sign has been made with a box edge.
- 3.1(7) The warning sign must show the letters "OVERSIZE", in black upper-case lettering, conforming with Australian Standard AS 1744, "Forms of Letters and Numerals for Road Signs", in typeface Series C(N).
- 3.1(8) The lettering must be:
- (a) at least 200 millimetres high; and
 - (b) set at least 125 millimetres from the top of the sign and at least 125 millimetres from the bottom of the sign.
- 3.1(9) The warning sign must have its manufacturer's name or trademark permanently marked in letters at least 3 millimetres high but not more than 10 millimetres high.

3.1(10) The manufacturer's name or trademark may appear anywhere on the warning sign.



3.1(11) The warning sign may be split into two parts, in which case:

- (a) the combined length of its parts must be at least 1200 millimetres; and
- (b) there must be no border between the two parts.

3.1(12) The warning sign must be mounted:

- (a) vertically; and
- (b) with its lower edge above the bottom of the bumper bar, or if there is no bumper bar, at least 500 millimetres from the ground level.

3.1(13) If the warning sign is split into two parts:

- (a) the part mounted on the left must show the letters "OVER" and the part mounted on the right must show the letters "SIZE"; and
- (b) both parts must be mounted at the same height.

3.1(14) The warning sign must be kept clean so that it can be easily read by other road users.

Warning flags

3.2(1) A warning flag which complies with the requirements of sub clause 3.2(3) must be positioned at each side of the front and rear of an agricultural vehicle or agricultural combination which is more than 2.5 metres wide.

3.2(2) Subclause 3.2(1) does not apply to a tractor.

3.2(3) The warning flags must be:

- (a) brightly coloured red or yellow or red and yellow; and
- (b) at least 450 mm long by 450 mm wide.

Warning light

3.3(1) A warning light which complies with the requirements of sub clause 3.3(2) must be displayed on:

- (a) an agricultural vehicle or agricultural combination which is more than 2.5 metres wide but not more than 3.0 metres wide-
 - (i) in the daytime if on a major road (see Appendix 1), an exempt road (see Appendix 2) or a road in an Intermediate Limits Area (see Appendix 2), and
 - (ii) at night; and
- (b) an agricultural vehicle or agricultural combination which is more than 3.0 metres wide - at all times; and
- (c) an auger or conveyer which has a rear overhang of more than 5.5 metres - at all times; and
- (d) a vehicle towing an auger or conveyer which has a rear overhang of more than 5.5 metres - at all times.

3.3(2) The warning light must:

- (a) be fixed to the highest practicable point of the vehicle or combination; and
- (b) emit a rotating, flashing, yellow coloured light; and
- (c) flash between 120 and 200 times per minute; and
- (d) have a power of at least 55 watts; and
- (e) not be a strobe light; and
- (f) be clearly visible at a distance of 500 metres in all directions or supplemented by another warning light so that the light emanating from one of them is clearly visible at a distance of 500 metres in all directions; and
- (g) only be switched on when the vehicle or combination is travelling or is stationary in a position that is likely to cause danger to other road users.

Side marker lights

3.4(1) At night, side marker lights which comply with the requirements of sub clause 3.4(2) must be displayed on:

- (a) an agricultural vehicle or agricultural combination which is more than 2.5 metres wide; and

- (b) an agricultural combination which is more than 19.0 metres long.

3.4(2) The side marker lights must:

- (a) show yellow to the front and red to the rear; and
- (b) be positioned no more than 2.0 metres apart along both sides of the vehicle including both sides of any front or rear projection.

Headlights

- 3.5(1) The low-beam headlights of an agricultural vehicle or agricultural combination which is more than 2.5 metres wide or more than 19.0 metres long must be switched on when travelling during daytime.

- 3.5(2) Sub clause 3.5(1) does not apply if the vehicle or combination is not required under the Vehicle Standards Regulations to have headlights.

Other warning devices

- 3.6(1) A striped pattern complying with sub clause 3.6(2) must be painted on or fixed on the sides of the rear of:

- (a) an auger; or
- (b) a conveyor; or
- (c) a harvester comb carried on a comb trailer.

3.6(2) The pattern must:

- (a) have an area of at least 0.16 square metres; and
- (b) comprise alternatively coloured red and white or black and white diagonal stripes which are at least 150 millimetres wide.

- 3.6(3) Any part of an axle extending more than 150 millimetres beyond the outside wall of a tyre of a tractor must be painted fluorescent yellow or have fluorescent yellow material or other high-visibility material wrapped around it.

PART 4 - PILOT VEHICLES

Requirements

- 4.1(1) Pilot vehicles complying with clauses 4.2 to 4.8 must accompany agricultural vehicles and agricultural combinations as shown in Table 2.

Table 2

ROAD	WIDTH OF VEHICLE OR COMBINATION	
	More than 3.7 metres but not more than 4.5 metres	More than 4.5 metres
All major roads (see Appendix 1)	1 pilot vehicle	2 pilot vehicles
Other sealed roads where the clear view of approaching traffic is less than 500 metres	1 pilot vehicle	2 pilot vehicles

Note - Pilot vehicles are not required for travel on unsealed roads.

- 4.1(2) Subclause 4.1(1) does not apply if the vehicle or combination is travelling less than 500 metres and it is safe to do so without a pilot vehicle.

Type of vehicle

- 4.2 A pilot vehicle must have four or more wheels.

Gross mass limit

- 4.3 The gross mass of a pilot vehicle must not exceed:
- 6.5 tonnes in the case of a rear pilot vehicle where two pilot vehicles are required; and
 - 4.5 tonnes in any other case.

Carrying Loads

- 4.4 A pilot vehicle must not tow a trailer or carry a load, but may carry tools, equipment or substances for use in connection with the vehicle or combination that it is accompanying, or for restraining the load on that vehicle or combination.

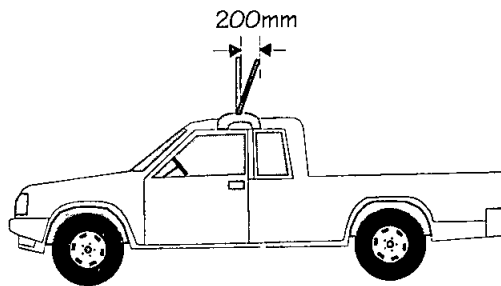
Warning sign

- 4.5(1) A pilot vehicle must have a warning sign complying with sub clauses 4.5(2) to 4.5(10) mounted on its roof.

- 4.5(2) The warning sign must be at least 1200 millimetres long and at least 600 millimetres high.
- 4.5(3) The sign may have bottom corner cut outs not more than 150 millimetres wide and not more than 100 millimetres high if needed to facilitate the mounting of warning lights.
- 4.5(4) The warning sign must be made of stiff, flat, weatherproof material.
- 4.5(5) Both faces of the warning sign must have:
- (a) a yellow surface which complies with Class 1 or 2 of Australian Standard AS 1906, "Retro-reflective Materials and Devices for Road Traffic Control Purposes", Parts 1 to 4 (inclusive); and
 - (b) a black border which
 - (i) is at least 20 millimetres wide, and
 - (ii) is set at least 10 millimetres in from the edge of the sign unless the sign has been made with a box edge.
- 4.5(6) Both faces of the warning sign must show:
- (a) the letters "OVERSIZE", in black upper-case lettering, conforming with Australian Standard AS 1744, "Forms of Letters and Numerals for Road Signs", in typeface Series C(N); and
 - (b) the letters "LOAD AHEAD", in black upper-case lettering, conforming with Australian Standard AS 1744, "Forms of Letters and Numerals for Road Signs", in typeface Series C(N).
- 4.5(7) The letters "OVERSIZE" must be:
- (a) at least 200 millimetres high; and
 - (b) set at least 300 millimetres from the bottom of the sign.
- 4.5(8) The letters "LOAD AHEAD" must be:
- (a) at least 100 millimetres high; and
 - (b) set at least 100 millimetres from the bottom of the sign.
- 4.5(9) The warning sign must have its manufacturer's name or trademark permanently marked in letters at least 3 millimetres but not more than 10 millimetres high.
- 4.5(10) The manufacturer's name or trademark may appear anywhere on the warning sign except in a bottom corner.



- 4.5(11) The warning sign may lean back but not more than 200 millimetres measured horizontally from the top of the sign to a vertical line running through the bottom of the sign.



- 4.5(12) The warning sign must be kept clean so that it can be easily read by other road users.
- 4.5(13) The warning sign must not be displayed unless the pilot vehicle is accompanying an oversize vehicle or combination as required by sub clause 4.1(1).

Warning light

- 4.6(1) A pilot vehicle must have a warning light complying with sub clauses 4.6(2) to 4.6(4) attached:
- (a) above the sign; or
 - (b) below the sign; or
 - (b) at each side of the sign.
- 4.6(2) The pilot vehicle must not have any other warning lights attached.
- 4.6(3) The warning light must:

- (a) emit a rotating, flashing, yellow coloured light; and
- (b) flash between 120 and 200 times per minute; and
- (c) have a power of at least 55 watts; and
- (d) not be a strobe light; and
- (e) be clearly visible at a distance of 500 metres in all directions or supplemented by another warning light so that the light emanating from one of them is clearly visible at a distance of 500 metres in all directions.

4.6(4) In the case of a pilot vehicle travelling in front of an oversize vehicle or combination, a filter may be placed behind the warning light(s) on the pilot vehicle to reduce the intensity of the light directed towards the driver of the oversize vehicle or combination.

4.6(5) The warning light(s) must not be switched on unless the pilot vehicle is accompanying an oversize vehicle or combination as required under sub clause 4.1(1).

Headlights

4.7 The low-beam headlights on a pilot vehicle must be switched on during daytime when it is accompanying a vehicle or combination as required under sub clause 4.1(1).

Positioning

4.8(1) When one pilot vehicle is accompanying a vehicle or combination, the pilot vehicle must travel:

- (a) behind the vehicle or combination it is accompanying if they are on a divided road;
or
- (b) in front of the vehicle or combination it is accompanying if they are on a road that is not a divided road.

4.8(2) When two pilot vehicles are accompanying a vehicle or combination, one pilot vehicle must travel in front of the vehicle or combination and the other must travel behind the vehicle or combination.

4.8(3) A pilot vehicle must travel far enough away from the vehicle or combination it is accompanying to give adequate warning to other road users of the presence of that vehicle or combination, taking into account traffic speed, weather, visibility and other driving conditions.

PART 5 - TRAVEL TIME RESTRICTIONS FOR OVERSIZE VEHICLES AND COMBINATIONS

Low visibility

5.1(1) An oversize agricultural vehicle or agricultural combination must not begin to travel if, due to circumstances such as fog, rain, smoke, dust or insect plague:

- (a) visibility during daytime is less than 250 metres; or
- (b) the headlights of a vehicle approaching within 250 metres cannot be seen at night.

5.1(2) If an oversize agricultural vehicle or agricultural combination is travelling when visibility decreases to the level described in subclause 5.1(1), the vehicle or combination must be driven to the nearest safe parking area and must not begin travelling again until visibility improves beyond that level.

Travel at night

5.2 An agricultural vehicle or agricultural combination which is more than 3.1 metres wide must not travel at night.

PART 6 - OTHER OPERATING CONDITIONS

Assessing routes

- 6.1 The owner, operator and driver are responsible for planning each journey to ensure that the vehicle or combination crosses bridges and negotiates curves and intersections in a safe manner, bearing in mind that some roads and intersections may not be capable of accommodating vehicles and combinations with the dimensions allowed by this General Permit.

Minimum following distance

- 6.2(1) A person driving an agricultural vehicle or agricultural combination which is more than 2.5 metres wide or more than 22.0 metres long must maintain a distance of at least 200 metres from an oversize vehicle or combination travelling in front of it.
- 6.2(2) Subclause 6.1(1) does not apply if:
- (a) the vehicle or combination is overtaking the front vehicle or combination; or
 - (b) the front vehicle or combination is stopping; or
 - (c) there is a separate lane available for the use of overtaking traffic; or
 - (d) it is in an urban area and it is not reasonably practicable to maintain a distance of 200 metres.

Keeping documents

- 6.3 A copy of this General Permit or a VicRoads Information Bulletin pertaining to this General Permit must be carried in the driving compartment and must be produced if requested by a Police Officer or an authorised Roads Corporation officer.

Carrying loads

- 6.4 An oversize agricultural vehicle or agricultural combination must not carry a load.

Speed limits for agricultural implements without brakes

- 6.5 An agricultural implement without brakes must not be towed at a speed more than 20 km per hour less than any speed limit posted under, or set by, the Road Safety (Traffic) Regulations 1988.

Exemption from requirement for rear vision mirrors

- 6.6 Where a motor vehicle is towing an agricultural implement which is more than 3.5 metres wide and the view to the rear of the motor vehicle is obscured, the motor vehicle is exempt from the requirement to have a rear vision mirror fitted.

PART 7 - ROADS

Approved roads

- 7.1 An agricultural vehicle or agricultural combination may travel on the following roads provided it does not exceed the dimension limits shown in Table 3 for the area in which the road is located:
- (a) any road that has been declared under Schedule 5 of the Transport Act 1983; and
 - (b) any road that has not been declared under Schedule 5 of the Transport Act 1983 if the road is along the most direct and practical route.

Table 3

AREA	DIMENSION LIMIT		
	Width	Length of combination	Rear overhang
General Limits Area - all roads in the Melbourne Mountainous Area, Otway Mountainous Area, Alpine Mountainous Area, Grampians Mountainous Area, Wilsons Promontory Mountainous Area except exempt roads	2.5 metres	19.0 metres	4.5 metres
Intermediate Limits Area - all roads in the Gippsland Area except exempt roads	3.0 metres	19.0 metres	4.5 metres
Category 1 Limits Area - all roads in the urban areas of Melbourne and Geelong, and exempt roads in the General Limits Area and the Intermediate Limits Area	3.5 metres	25.0 metres	5.5 metres
Category 2 Limits Area	5.0 metres	25.0 metres	8.0 metres
Category 3 Limits Area	6.0 metres	25.0 metres	8.0 metres

- Notes -
1. The rear overhang of an agricultural vehicle other than an auger or conveyer must not exceed 4.5 metres for any area of operation.
 2. Refer to Appendix 2 for descriptions of areas and exempt roads.

Prohibited roads and bridges

- 7.2(1) An agricultural vehicle or agricultural combination must not travel or attempt to travel:
- (a) on a road, bridge or structure where any posted mass or dimension limit would be exceeded; or

- (b) beneath a bridge or overhead structure which carries a sign with the words "LOW CLEARANCE" or "CLEARANCE" if the height of the vehicle or combination is equal to or greater than the clearance shown on the sign; or
 - (c) beneath any other overhead structures, cables, wires or trees unless there is at least 200 millimetres clearance to the highest point of the vehicle or combination.
- 7.2(2) Agricultural vehicles and agricultural combinations must not be taken on or used on a freeway.
- 7.2(3) Oversize agricultural vehicles and agricultural combinations must not be taken on or used on the following roads:
 - (a) the Princes Highway between Kalimna and Lakes Entrance; and
 - (b) the Hamilton Highway between Hyland Street and Minerva Road (known as Deviation Road); and
 - (c) the Great Ocean Road between Anglesea and Port Campbell; and
 - (d) Gellibrand River Road; and
 - (e) Gellibrand-Carlisle Road.

PART 8 - DEFINITIONS

8.1 In this notice:

“ADR” (Australian Design Rule) means a national standard under the Motor Vehicles Standards Act 1989.

“agricultural combination” means a combination that includes at least one agricultural vehicle.

“agricultural implement” means a vehicle without its own motive power, built to perform agricultural tasks.

“agricultural machine” means a vehicle with its own motive power, built to perform agricultural tasks.

“agricultural vehicle” means an agricultural machine or an agricultural implement.

“Australian Standard” means a standard approved for publication on behalf of the Council of the Standards Association of Australia, as in force at the commencement of the provision in which the expression appears.

“axle” means one or more shafts positioned in a line across a vehicle, on which one or more wheels intended to support the vehicle turn.

“axle group” means a single axle group, tandem axle group, twinsteer axle group, tri axle group or quad axle group

“centre line”, in relation to an axle means:

- (a) in the case of an axle consisting of one shaft - a line parallel to the length of the axle and passing through its centre; and
- (b) in the case of an axle consisting of two shafts - a line that is in the vertical plane passing through the centre of both shafts and that passes through the centres of the wheels on the shafts.

“centre of an axle group” means:

- (a) a line located midway between the centre lines of the outermost axles of the axle group; or
- (b) if the group consists of two axles, one of which is fitted with twice the number of tyres as the other axle - a line located one third of the way from the centre line of the axle with more tyres towards the centre line of the axle with fewer tyres.

“combination” means a motor vehicle connected to one or more vehicles.

“daytime” means the period beginning at sunrise and ending at sunset.

“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 are no longer appropriate.

“ground contact width” means:

- (a) in relation to an axle, the distance between the outermost point of ground contact of the outside tyres on each end of the axle; and
- (b) in relation to an axle group, the greatest ground contact width of an axle in the group.

“km” means kilometres.

“load”, in relation to a vehicle or combination, includes anything that is normally removed from the vehicle or combination when not in use, but does not include:

- (a) tools, equipment or substances necessary for the vehicle or combination to function, or for any load to be restrained; or
- (b) personal items used by the driver.

“low-beam” in relation to a headlight or front fog light fitted to a vehicle, means built or adjusted so that, when the vehicle is standing on level ground, the top of the main beam of light is projected:

- (a) not higher than the centre of the headlight or fog light, when measured at a point 8 metres in front of the vehicle; and
- (b) not more than 1.0 metre higher than the level on which the motor vehicle is standing, when measured at a point 25 metres in front of the vehicle.

“night” means the period beginning at sunset and ending at sunrise.

“operator” means a person who controls or directs the operations of a combination, or a motor vehicle not forming part of a combination, or who is otherwise responsible for it.

“overmass” means having a mass that, including the mass of any load, exceeds a relevant mass limit in the Road Transport Reform (Mass and Loading) Regulations 1995.

“oversize” means having a dimension that, including the dimension of any load, exceeds a relevant dimension limit in the Road Transport Reform (Heavy Vehicle Standards)

Regulations 1995 or the Road Transport Reform (Mass and Loading) Regulations 1995.

“pilot vehicle” means a vehicle being used to warn other road users of the presence of an oversize vehicle or combination.

“quad axle group” means a group of four axles, in which horizontal distance between the centre lines of the outermost axles is more than 3.2 metres but not more than 4.9 metres.

“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.

“road” means:

- (a) an area that is open to or used by the public and is developed for, or has as one of its main uses, the driving or riding of motor vehicles; and
- (b) includes “highway” as defined in the Road Safety Act 1986.

“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.

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

“trailer” means a vehicle, implement, machine or other structure without its own motive power which is capable of being drawn by a motor vehicle.

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

“twinsteer axle group” means a group of two axles:

- (a) with single tyres; and
- (b) fitted to a motor vehicle; and
- (c) connected to the same steering mechanism; and
- (d) the horizontal distance between the centre lines of which is at least 1.0 metre but not more than 2.0 metres.

“warning light” means:

- (a) in the case of an oversize vehicle, a light that complies with the specifications in Part 3; and
- (b) in the case of a pilot vehicle, a light that complies with the specifications in Part 4.

“warning sign” means:

- (a) in the case of an oversize vehicle, a sign that complies with the specifications in Part 3; and
- (b) in the case of a pilot vehicle, a sign that complies with the specifications in Part 4.

APPENDIX 1

MAJOR ROADS

Major roads are the parts of the roads listed below which are outside the urban areas of Melbourne and Geelong as defined in Appendix 2.

Bass Highway
Calder Highway
Goulburn Valley Highway
Great Alpine Road between Wangaratta and Bright-Tawonga Road
Maroondah Highway
Maroondah Link Highway
McIvor Highway
Melba Highway
Midland Highway between the Calder Highway and Mansfield
Midland Highway between Geelong and Ballarat
Midland Link Highway
Northern Highway
Princes Highway
South Gippsland Highway
Western Highway

APPENDIX 2

DESCRIPTIONS OF AREAS

GENERAL LIMITS AREA

Melbourne Mountainous Area

The Melbourne Mountainous Area is the area contained within the boundary described below. It does not include the boundary itself.

From Plenty Road at Bridge Inn Road in a southerly direction along Plenty Road to the Metropolitan Ring Road,
then in an easterly direction along the Metropolitan Ring Road and the Greensborough Bypass to Diamond Creek Road,
then in a southerly direction along Diamond Creek Road to St Helena Road,
then in a south-easterly direction along St Helena Road, Karingal Drive and Sherbourne Road to Bridge Street,
then in an easterly direction along Bridge Street to Main Road,
then in a southerly direction along Main Road and Fitzsimons Lane to Porter Street,
then in an easterly direction along Porter Street, Warrandyte Road and Yarra Street to the Warrandyte-Ringwood Road,
then in a southerly direction along the Warrandyte-Ringwood Road to Oban Road,
then in an easterly direction along Oban Road to the Maroondah Highway,
then in a north-easterly direction along the Maroondah Highway to Anderson Street,
then in a southerly direction along Anderson Street, Swansea Road and Mount Dandenong Road to Canterbury Road,
then in a south-westerly direction along Canterbury Road to Liverpool Road,
then in a southerly direction along Liverpool Road, Miller Road and Albert Avenue to Boronia Road,
then in a westerly direction along Boronia Road to Dorset Road,
then in a southerly direction along Dorset Road to the Burwood Highway,
then in an easterly direction along the Burwood Highway to Glenfern Road,
then in a southerly direction along Glenfern Road and Lysterfield Road to Wellington Road,
then in an easterly direction along Wellington Road to Berwick Road,
then in a southerly direction along Berwick Road and Harkaway Road to Gardiner Street,
then in an easterly direction along Gardiner Street and Inglis Road to Beaconsfield-Emerald Road,
then in a northerly direction along Beaconsfield-Emerald Road to Paternoster Road,
then in an easterly direction along Paternoster Road to Viewhill Road,
then in a northerly direction along Viewhill Road to Cockatoo Creek,
then in an easterly direction along Cockatoo Creek to Gembrook Road,
then in a northerly direction along Gembrook Road to Main Street,
then in a westerly direction along Main Street and Belgrave-Gembrook Road to Ure Road,
then in a northerly direction along Ure Road, Mountain Road, Rainy Hill Road and the Healesville-Koo Wee Rup Road to Toolebewong Road,
then in an easterly direction along Toolebewong Road, Badger Avenue and Badger Creek Road to Don Road,
then in a northerly direction along Don Road, St Leonards Road and Myers Creek Road to the Kinglake-Healesville Road,
then in a westerly direction along the Kinglake-Healesville Road to the Heidelberg-Kinglake Road,

then in a southerly direction along the Heidelberg-Kinglake Road to the Hurstbridge-Arthurs Creek Road,
then in a north-westerly direction along the Hurstbridge-Arthurs Creek Road to Doctors Gully Road,
then in a westerly direction along Doctors Gully Road and Bridge Inn Road to Plenty Road.

Otway Mountainous Area

The Otway Mountainous Area is the area contained within the boundary described below. It does not include the boundary itself.

From the coastline at Torquay in a northerly direction along Spring Creek to the Great Ocean Road,
then in a westerly direction along the Great Ocean Road, Gundrys Road, Forest Road and Gum Flats Road to the Wensleydale-Aireys Inlet Road,
then in a southerly direction along the Wensleydale-Aireys Inlet Road and Hammonds Road to the Bambra-Aireys Inlet Road,
then in a westerly direction along the Bambra-Aireys Inlet Road to the Winchelsea-Deans Marsh Road,
then in a southerly direction along the Winchelsea-Deans Marsh Road and the Deans Marsh-Lorne Road to Pennyroyal Station Road,
then in a north-westerly direction along Pennyroyal Station Road to Kinsellas Road,
then in a southerly direction along Kinsellas Road and Murroon Road to Division Road,
then in a westerly direction along Division Road to McPaddens Road,
then in a southerly direction along McPaddens Road to Creamery Road,
then in a westerly direction along Creamery Road to the Birregurra-Forrest Road,
then in a southerly direction along the Birregurra-Forrest Road to Seven Bridges Road,
then in a westerly direction along Seven Bridges Road to the Colac-Forrest Road,
then in a southerly direction along the Colac-Forrest Road to Boundary Road,
then in a westerly direction along Boundary Road to Pipeline Road,
then in a southerly direction along Pipeline Road to Ridge Road,
then in a westerly direction along Ridge Road and Frys Road to the Colac-Lavers Hill Road,
then in a southerly direction along Colac-Lavers Hill Road to the Gellibrand-Carlisle Road,
then in a westerly direction along the Gellibrand-Carlisle Road to the Gellibrand River Road,
then in a south-westerly direction along the Gellibrand River Road to the Great Ocean Road,
then in a north-westerly direction along the Great Ocean Road, extending to the coastline south of Princetown at Point Ronald.

Alpine Mountainous Area

The Alpine Mountainous Area is the area contained within the boundary described below. It does not include the boundary itself.

From the New South Wales border at Towong in a straight line in a south-westerly direction to Eskdale,
then in a westerly direction along Little Snowy Creek Road, Smythes and Penneys Road and Bay Creek Lane to the Kiewa Valley Highway,
then in a southerly direction along the Kiewa Valley Highway to the Bright-Tawonga Road,
then in a westerly direction along the Bright-Tawonga Road to the Great Alpine Road,
then in a northerly direction along the Great Alpine Road to Buffalo River Road,
then in a southerly direction along the Buffalo River Road to the Lake Buffalo-Whitfield Road,

then in a westerly direction along the Lake Buffalo-Whitfield Road to the Edi-Cheshunt Road,
then in a southerly direction along the Edi-Cheshunt Road to Gentle Annie Road,
then in a westerly direction along Gentle Annie Road to the Wangaratta-Whitfield Road,
then in a southerly direction along the Wangaratta-Whitfield Road and Mansfield-Whitfield Road to
Cambatong Road,
then in a straight line in a southerly direction to Merrijig,
then in a straight line in a south-westerly direction to the intersection of the Mansfield-Woods Point
Road and the Piries-Goughs Bay Road,
then in a westerly direction along the Piries-Goughs Bay Road to the Howes Creek-Goughs Bay Road,
then in a north-westerly direction along the Howes Creek-Goughs Bay Road and the Mansfield-
Howes Creek Road to Cummins Road,
then in a straight line in a south-westerly direction across Lake Eildon to Taylor Bay Road,
then in a southerly direction along Taylor Bay Road to the Goulburn Valley Highway,
then in a westerly direction along the Goulburn Valley Highway to the Taggerty-Thornton Road,
then in a south-westerly direction along the Taggerty-Thornton Road to the Maroondah Highway,
then in a southerly direction along the Maroondah Highway to Marysville Road,
then a straight line in a westerly direction to the intersection of the Melba Highway and Break O' Day
Road,
then in a southerly direction along the Melba Highway and Kinglake Road to the Healesville-Yarra
Glen Road,
then in an easterly direction along the Healesville-Yarra Glen Road and the Maroondah Highway to
Don Road,
then in a southerly direction along Don Road to the Warburton Highway,
then in an easterly direction along the Warburton Highway, the Yarra Junction-Noojee Road and
Mount Baw Baw Road to Willowgrove Road,
then in a southerly direction along Willowgrove Road to the Moe-Willowgrove Road,
then in a south-easterly direction along the Moe-Willowgrove Road to the Moe-Rawson Road,
then in a northerly direction along the Moe-Rawson Road to Purvis Road,
then in an easterly direction along Purvis Road, North Road and the Moe-Glengarry Road to the
Traralgon-Maffra Road,
then in a north-easterly direction along the Traralgon-Maffra Road to the Cowwarr-Seaton Road,
then in a northerly direction along the Cowwarr-Seaton Road, Seymours Lane and Glenmaggie Road
to the Heyfield-Licola Road,
then in a southerly direction along the Heyfield-Licola Road to the Tinamba-Glenmaggie Road,
then in an easterly direction along the Tinamba-Glenmaggie Road to the Boisdale-Newry Road,
then in a north-easterly direction along the Boisdale-Newry Road and the Maffra-Briagolong Road
to the Briagolong-Stockdale Road,
then in an easterly direction along the Briagolong-Stockdale Road to the Stockdale-Glenaladale Road,
then in a north-easterly direction along the Stockdale-Glenaladale Road and Beverly's Road to Dargo
Road,
then in a southerly direction along Dargo Road to the Princes Highway,
then in an easterly direction along the Princes Highway to the Great Alpine Road,
then in a north-easterly direction along the Great Alpine Road and Bruthen-Nowa Nowa Road to the
Princes Highway,
then in an easterly direction along the Princes Highway to the New South Wales border.

Grampians Mountainous Area

The Grampians Mountainous Area is the area contained within the boundary of the Grampians

National Park. It does include the boundary itself.

Wilson's Promontory Mountainous Area

The Wilson's Promontory Mountainous Area is the area contained within the boundary of the Wilson's Promontory National Park. It does include the boundary itself.

INTERMEDIATE LIMITS AREA

Gippsland Area

The Gippsland Area is the area contained within the boundary described below. It does not include the boundary itself.

From the Princes Highway at Hazeldean Road in an easterly direction along the Princes Highway, Princes Freeway and Haunted Hills Road to the Morwell-Yallourn Road, then in a southerly direction along the Morwell-Yallourn Road to Marretts Road, then in a south-easterly direction along Marretts Road to the Strzelecki Highway, then in a southerly direction along the Strzelecki Highway to the Yinnar-Driffield Road, then in a south-easterly direction along the Yinnar-Driffield Road, Yinnar Road and Hazelwood Estate Road to the Boolarra-Churchill Road, then in a northerly direction along the Boolarra-Churchill Road and the Churchill-Traralgon Road to the Loy Yang-Morwell Road, then in an easterly direction along the Loy Yang-Morwell Road to Minnedale Road South, then in a northerly direction along Minnedale Road South to the Hyland Highway, then in a south-easterly direction along the Hyland Highway to the Calrossie-Won Wron Road, then in a southerly direction along the Calrossie-Won Wron Road, Won Wron Road and Tarra Valley Road to the South Gippsland Highway, then in a westerly direction along the South Gippsland Highway to the Dumbalk-Stony Creek Road, then in a northerly direction along the Dumbalk-Stony Creek Road to the Meeniyah-Mirboo North Road, then in a north-easterly direction along the Meeniyah-Mirboo North Road to Nerrena Road, then in a westerly direction along Nerrena Road and the South Gippsland Highway to the Korumburra-Warragul Road, then in a northerly direction along the Korumburra-Warragul Road to Hazeldean Road, then in a north-easterly direction along Hazeldean Road to the Princes Highway.

CATEGORY 1 LIMITS AREA

Melbourne Urban Area

The Melbourne Urban Area is the area contained within the boundary described below. It does not include the boundary itself.

From the coastline at Campbell's Cove in a northerly direction along the western boundary of the Point Cook RAAF Base and Point Cook Road to Dunnings Road, then in a westerly direction along Dunnings Road to Hacketts Lane, then in a southerly direction along Hacketts Lane to Sneydes Road, then in a westerly direction along Sneydes Road and the Princes Freeway to Browns Road,

then in a northerly direction along Browns Road and Galvins Road to Bulban Road,
then in an easterly direction along Bulban Road to McGrath Road,
then in a northerly direction along McGrath Road to Black Forest Road,
then in a westerly direction along Black Forest Road to Brimpton Grove,
then in a straight line in a northerly direction to the intersection of Ballan Road and Manor Lakes Road,
then in a straight line in an easterly direction to the diversion weir on the Werribee River,
then in a northerly direction along the Werribee River and Davis Road to Hogans Road,
then in an easterly direction along Hogans Road to Tarneit Road,
then in a northerly direction along Tarneit Road to Sayers Road,
then in an easterly direction along Sayers Road to Palmers Road,
then in a northerly direction along Palmers Road, Robinsons Road and Westwood Drive to the Western Highway,
then in a westerly direction along the Western Highway and Western Freeway to Clarkes Road,
then in a northerly direction along Clarkes Road and Monaghans Lane to Taylors Road,
then in a westerly direction along Taylors Road to Plumpton Road,
then in a northerly direction along Plumpton Road to Holden Road,
then in an easterly direction along Holden Road to the Calder Freeway,
then in a south-easterly direction along the Calder Freeway to Oakbank Road,
then in a straight line in a northerly direction to the junction of Deep Creek and Jacksons Creek,
then in a northerly direction along Deep Creek to Bulla Road,
then in an easterly direction along Bulla Road and Somerton Road to the Hume Highway,
then in a northerly direction along the Hume Highway to O'Herns Road,
then in an easterly direction along O'Herns Road to Epping Road,
then in a northerly direction along Epping Road to Bridge Inn Road,
then in an easterly direction along Bridge Inn Road to Plenty Road,
then in a southerly direction along Plenty Road to the Metropolitan Ring Road,
then in an easterly direction along the Metropolitan Ring Road and the Greensborough Bypass to Diamond Creek Road,
then in a southerly direction along Diamond Creek Road to St Helena Road,
then in a south-easterly direction along St Helena Road, Karingal Drive and Sherbourne Road to Bridge Street,
then in an easterly direction along Bridge Street to Main Road,
then in a southerly direction along Main Road and Fitzsimons Lane to Porter Street,
then in an easterly direction along Porter Street, Warrandyte Road and Yarra Street to the Warrandyte-Ringwood Road,
then in a southerly direction along the Warrandyte-Ringwood Road to Oban Road,
then in an easterly direction along Oban Road to the Maroondah Highway,
then in a north-easterly direction along the Maroondah Highway to Anderson Street,
then in a southerly direction along Anderson Street, Swansea Road and Mount Dandenong Road to Canterbury Road,
then in a south-westerly direction along Canterbury Road to Liverpool Road,
then in a southerly direction along Liverpool Road, Miller Road and Albert Avenue to Boronia Road,
then in a westerly direction along Boronia Road to Dorset Road,
then in a southerly direction along Dorset Road to the Burwood Highway,
then in an easterly direction along Burwood Highway to Glenfern Road,
then in a southerly direction along Glenfern Road and Lysterfield Road to Wellington Road,
then in an easterly direction along Wellington Road to Berwick Road,
then in a southerly direction along Berwick Road and Harkaway Road to Gardiner Street,

then in an easterly direction along Gardiner Street and Inglis Road to the Beaconsfield-Emerald Road, then in a southerly direction along the Beaconsfield-Emerald Road to Princes Highway, then in a westerly direction along the Princes Highway to Cardinia Creek, then in a southerly direction along Cardinia Creek to Grices Road, then in a westerly direction along Grices Road to the Berwick-Cranbourne Road, then in a southerly direction along the Berwick-Cranbourne Road and the Clyde-Fiveways Road to the South Gippsland Highway, then in an easterly direction along the South Gippsland Highway to the coastline at Sawtells Inlet.

Geelong Urban Area

The Geelong Urban Area is the area contained within the boundary described below. It does not include the boundary itself.

From the coastline in a northerly direction along Shell Parade from Terminals Pty Ltd to School Road, then in a westerly direction along School Road and Plantation Road to Matthews Road, then in a southerly direction along Matthews Road, Anakie Road and Vines Road to Church Street, then in a westerly direction along Church Street to McCurdy Road, then in a southerly direction along McCurdy Road to Hyland Street, then in a westerly direction along Hyland Street and the Hamilton Highway to the Moorabool River, then in a south-easterly direction along the Moorabool River to the Barwon River, then in a southerly direction along the Barwon River to Queens Park Road, then in a southerly direction along Queens Park Road and Scenic Road to Roslyn Road, then in an easterly direction along Roslyn Road to Thornhill Road, then in a southerly direction along Thornhill Road to Augustines Road, then in a westerly direction along Augustines Road to Pigdons Road, then in a southerly direction along Pigdons Road to the Princes Highway, then in a westerly direction along the Princes Highway to Anglesea Road, then in a southerly direction along Anglesea Road and Ghazeepore Road to the Geelong-Warrnambool Railway line, then in an easterly direction along the Geelong-Warrnambool Railway line to Reserve Road, then in an easterly direction along Reserve Road to Horseshoe Bend Road, then in a northerly direction along Horseshoe Bend Road to Tannery Road, then in an easterly direction along Tannery Road across the Barwon River to Wilsons Road, then in a northerly direction along Wilsons Road to Woods Road, then in an easterly direction along Woods Road to Coppards Road, then in a northerly direction along Coppards Road to Townsend Road, then in an easterly direction along Townsend Road to Moolap Station Road, then in a northerly direction along Moolap Station Road and Point Henry Road to Corio Bay.

Exempt Roads

Boolarra-Churchill Road between Boolarra-Mirboo North Road and Hazelwood Estate Road,
Moe-Rawson Road between Purvis Road and Tyers-Thomson Valley Road,
Maroondah Highway between Lilydale and Healesville, and between St Fillans and Buxton,
Mirboo North-Trafalgar Road,
Monaro Highway,
Morwell-Thorpdale Road,

School Road, Erica,
Strzelecki Highway between Yinnar-Driffield Road and South Gippsland Highway,
Tyers-Thomson Valley Road,
Thomson Dam Access Road.

CATEGORY 2 LIMITS AREA

The following municipalities:

Bass Coast Shire
Shire of Glenelg
City of Hume (that part outside the Melbourne Urban Area)
Shire of Indigo (that part south-east of the Hume Freeway)
Shire of Macedon Ranges
City of Whittlesea (that part outside the Melbourne Urban Area)
Rural City of Wodonga

Strathbogie Area

The Strathbogie Area is the area contained within the boundary described below. It does not include the boundary itself.

From the Goulburn Valley Highway at the Hume Freeway in a south-easterly direction along the Goulburn Valley Highway to the Maroondah Link Highway, then in a north-easterly direction along the Maroondah Link Highway, the Maroondah Highway and the Midland Link Highway to the Midland Highway, then in a northerly direction along the Midland Highway to the Hume Freeway, then in a south-westerly direction along the Hume Freeway to the Goulburn Valley Highway.

CATEGORY 3 LIMITS AREA

All areas other than those described as a General Limits Area, an Intermediate Limits Area, a Category 1 Limits Area or a Category 2 Limits Area.



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The *Victoria Government Gazette* (VGG) is published by AGPS Publications for the State of Victoria and is produced in three editions.

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VGG is available by three subscription services:

General and Special—\$165.00 each year

General, Special and Periodical—\$220.00 each year

Periodical—\$110.00 each year

Subscriptions are payable in advance and accepted for a period of one year. All subscriptions are on a firm basis and refunds for cancellations will not be given.

All payments should be made payable to AGPS Publications.

Subscription inquiries (03) 9387 8135

Fax (03) 9387 3404

An AGPS Publication
Published by AGPS Publications
Printed by AGPS Printing
a business unit of
Department of Administrative Services
Brunswick Victoria Australia
© State of Victoria 1997
ISSN 0819—548X

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Price Code A