



## HEAVY VEHICLE NATIONAL LAW

### NATIONAL CLASS 2 HEAVY VEHICLE B-DOUBLE AUTHORISATION (NOTICE) 2014 (No. 2)

#### Revocation

This notice revokes and replaces the *National Class 2 Heavy Vehicle B-Double Authorisation (Notice) 2014 (No. 1)*.

Note – This notice corrects an error in referenced URLs for B-double routes in the *National Class 2 Heavy Vehicle B-Double Authorisation (Notice) 2014 (No. 1)*. Otherwise, the previous authority is replicated below in its entirety, with no substantive changes.

#### Purpose

1. The purpose of this notice is to authorise the use of class 2 heavy vehicles that are B-doubles in stated areas or on stated routes, during stated hours of stated days and to state the conditions under which these B-doubles may be used .

Note – The Heavy Vehicle National Law (HVNL) provides that B-doubles (as specified in this notice) are class 2 heavy vehicles. This means that these heavy vehicles are restricted access vehicles and the operator of such a vehicle requires an authorisation from the National Heavy Vehicle Regulator (before the vehicle may be used on a road. This instrument is an authorisation that declares the areas or routes and the hours of stated days on which B-doubles may be used, subject to certain conditions. This instrument does **NOT** exempt a B-double from requirements of the HVNL, including but not limited to, mass and dimension requirements.

2. The purpose of this notice is to exempt B-doubles operating in Queensland from the heavy vehicle standard in section 6(3) of Schedule 3 of the *Heavy Vehicle (Vehicle Standards) National Regulation*.

Note – Under the *Heavy Vehicle (Vehicle Standards) National Regulation* a road train warning sign or a long vehicle warning sign must be made of rigid material. This instrument permits a B-double operating in Queensland to use a flexible warning sign, subject to certain conditions.

#### Authorising Provision

3. This Notice is made under section 138 of the Heavy Vehicle National Law as in force in each state and territory (HVNL) and section 69(1)(b) of the *Heavy Vehicle (General) National Regulation*.
4. Part 2 of Schedule 2 is a vehicle standards exemption (notice) made under section 61 of the HVNL as in force in each state and territory.

#### Title

5. This notice may be cited as the *National Class 2 Heavy Vehicle B-double Authorisation (Notice) 2014 (No. 2)*.

#### Commencement

6. This notice commences on 10 February 2014.

## Expiry

7. This notice expires on 9 February 2019.

## Definition

8. Unless otherwise stated, words and expressions used in this notice have the same meanings as those defined in the HVNL.

**'Stated areas or routes'** means the stated areas or routes set out in the Schedules.

**'Stated hours of stated days'** means the stated hours of stated days set out in the Schedules.

Note – The HVNL defines a B-double in section 5 as “a combination consisting of a prime mover towing 2 semitrailers, the first semitrailer being attached directly to the prime mover by a fifth wheel coupling and the second semitrailer being mounted on the rear of the first semitrailer by a fifth wheel coupling on the first semitrailer”. A B-double may be up to 25m long without special equipment. A B-double may be up to 26m long if the distance from the front articulation point of the forward semitrailer to the rear of the B-double is not more than 20.6m long and the prime mover is not carrying or built to carry goods and it has a cab and front underrun protective device as required by Schedule 6 of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation*.

## Application

9. This notice applies to a B-double.
10. This notice applies in all participating jurisdictions other than the Australian Capital Territory, subject to clause 11.
11. Part 2 of Schedule 2 applies in Queensland.

## Conditions

12. The driver and operator of the B-double must comply with all conditions set out in the Schedule for a participating jurisdiction when the vehicle is being used in the jurisdiction to which that Schedule applies.

Note - Nothing in this notice exempts the driver or operator of the B-double from complying with legislation regulating the use of heavy vehicles, including but not limited to—

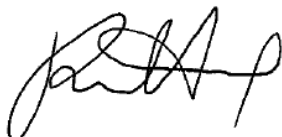
- a. compliance with mass and dimension requirements in the HVNL;
- b. compliance with traffic signs, including those indicating mass limits or dimension limits;
- c. compliance with vehicle standards in the HVNL; and
- d. compliance with lawful directions of authorised officers.

## Declaration

I, Richard Hancock, delegate of the National Heavy Vehicle Regulator—

- (a) revoke the *National Class 2 Heavy Vehicle B-Double Authorisation (Notice) 2014 (No. 1)*;
- (b) authorise the use of B-doubles in the stated areas or routes during the stated hours of stated days and subject to the conditions set out in this notice; and
- (c) exempt B-doubles operating in Queensland from the heavy vehicle standard in section 6(3) of Schedule 3 of the *Heavy Vehicle (Vehicle Standards) National Regulation* to the extent and on the conditions stated in Part 2 of Schedule 2.

Dated: 10 February 2014

A handwritten signature in black ink, appearing to read 'Richard Hancock', written in a cursive style.

Richard Hancock  
**Chief Executive Officer**  
National Heavy Vehicle Regulator

## **SCHEDULE 1 – NEW SOUTH WALES**

### **Stated areas or routes**

1. A B-double that is not longer than 19m may use all roads in NSW if the mass of the B-double is not more than—
  - (a) if operating under the general mass limits - 50t;
  - (b) if operating under the general mass limits and the steer axle mass exception limits - 50.5t;
  - (c) if operating under the concessional mass limits- 51.0t;
  - (d) if operating under concessional mass limits and steer axle mass exception limits- 51.5t.
2. A B-double that is not longer than 19m and exceeds the applicable limit in clause 1 may use—
  - (a) the routes set out in Appendix 1 (a) and (b) to this Schedule; and
  - (b) the routes set out in Appendix 1 to the NSW Schedule of the National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014 (No. 1).
3. A B-double that is longer than 19m but not longer than 23m may use —
  - (a) the routes set out in Appendix 1 (b) to this Schedule; and
  - (b) the routes set out in Appendix 1 to the NSW Schedule of the National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014 (No. 1).
4. A B-double that is not longer than 26m may use—
  - (a) the routes set out in Appendix 1 (b) to this Schedule, except for routes that have the number 23 in the “Type” column; and
  - (b) the routes set out in Appendix 1 to the NSW Schedule of the National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014 (No. 1).

### **Stated hours of stated days**

5. A B-double that is authorised to use the routes specified in clause 1 may use the stated areas or routes at any time of the day.
6. A B-double that is authorised to use the routes specified in a notice mentioned in clauses 2, 3 and 4 must do so in accordance with any restrictions on the hours and days of operation specified in Appendix 1 to this Schedule, or where applicable Appendix 1 to the NSW Schedule of the National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014 (No. 1).

### **Conditions**

7. A B-double must comply with any conditions applicable to a route described in clauses 2, 3 and 4, as set out in Appendix 1 to this Schedule, or where applicable Appendix 1 to the NSW Schedule of the National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014 (No. 1).

### **Appendix 1**

(a) *19 metre B-Double Mass Limit Notice 2010 (NSW)*

[http://www.nsw.gov.au/sites/default/files/Government\\_Gazette\\_3\\_September\\_0.pdf](http://www.nsw.gov.au/sites/default/files/Government_Gazette_3_September_0.pdf)

(b) *Class 2 B-Double Notice 2010 (NSW)*

[http://www.nsw.gov.au/sites/default/files/Government\\_Gazette\\_27\\_August\\_0.pdf](http://www.nsw.gov.au/sites/default/files/Government_Gazette_27_August_0.pdf)

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## **SCHEDULE 2 – QUEENSLAND**

### **Part 1**

#### **Stated areas or routes**

1. A B-double that is not longer than 19m and complies with the mass limits specified in Table 1 of this Schedule may use all roads in Queensland.
2. A B-double that is not longer than 19m and does not comply with the mass limits specified in Table 1 of this Schedule may use all routes and areas shown on the *Multi-combination Routes in Queensland* maps set out in Appendix 1 to this Schedule.
3. A B-double that is not longer than 23m may use the routes and areas for 23m B-doubles shown on the *Multi-combination Routes in Queensland* maps and the list of additional routes set out in Appendix 1.
4. A B-double that is not longer than 26m may use the routes and areas for 25m B-doubles shown on the *Multi-combination Routes in Queensland* maps and the list of additional routes set out in Appendix 1.

#### **Stated hours of stated days**

5. A B-double that is authorised to use the routes specified in clause 1 may use the stated routes at any time of the day.
6. A B-double that is authorised to use the routes and areas specified in clauses 2, 3 and 4 must do so in accordance with any restrictions on the hours and days of operation specified in the relevant documents.

#### **Conditions**

7. A B-double must comply with any conditions applicable to a route or area described in clauses 2, 3 and 4 specified in the relevant documents.
8. A B-double must—
  - (a) have a prime mover or truck manufactured in accordance with ADR 61 and be fitted with a vehicle plate or compliance plate containing the words 'B-DOUBLE'; or
  - (b) consist of vehicles registered and approved for use in B-double combinations in other states or territories; or
  - (c) if modified, have a certificate approving the modification that has been given under section 86 or 87 of the HVNL or a previous corresponding law and have an approved plate or label fitted or affixed as required under section 86 or 87 of the HVNL or a previous corresponding law.

Note – If a B-double obtained a modification approval with the appropriate code before the HVNL commenced in Queensland, that modification approval will be sufficient compliance with this condition. Section 749(4) of the HVNL provides that a modification approval granted for a vehicle continues for the life of the vehicle.

9. A B-double must not reverse into or out of a road or depot.
10. A B-double combination is only permitted to operate with the following axles or axle groups—
  - (a) a single steer axle, or twinsteer axle group; and
  - (b) a single drive axle, or tandem drive axle group; and
  - (c) single axles, tandem axles and tri-axle trailing axle groups .

11. In the event of heavy or prolonged rain affecting a route, use of the route may be suspended until such time as may be determined by a representative of the Department of Transport and Main Roads.

Note: Information on current road closures and current roadwork is available on the following websites:  
[www.131940.com.au](http://www.131940.com.au) or [www.racq.com.au](http://www.racq.com.au).

**Table 1 - Axle spacing mass limits for 19m B-doubles with general access**

Length of axle spacing (m)		Mass limit(t)	Length of axle spacing (m)		Mass limit(t)
At least	Less than		At least	Less than	
3.5	3.7	23.0	8.2	8.3	37.0
3.7	3.8	23.5	8.3	8.5	37.5
3.8	4.0	24.0	8.5	8.7	38.0
4.0	4.2	24.5	8.7	8.8	38.5
4.2	4.3	25.0	8.8	9.0	39.0
4.3	4.5	25.5	9.0	9.2	39.5
4.5	4.7	26.0	9.2	9.3	40.0
4.7	4.8	26.5	9.3	9.5	40.5
4.8	5.0	27.0	9.5	9.7	41.0
5.0	5.2	27.5	9.7	9.8	41.5
5.2	5.3	28.0	9.8	10.0	42.0
5.3	5.5	28.5	10.0	10.5	42.5
5.5	5.7	29.0	10.5	11.0	43.0
5.7	5.8	29.5	11.0	11.5	43.5
5.8	6.0	30.0	11.5	12.0	44.0
6.0	6.2	30.5	12.0	12.5	44.5
6.2	6.3	31.0	12.5	13.0	45.0
6.3	6.5	31.5	13.0	13.5	45.5
6.5	6.7	32.0	13.5	14.0	46.0
6.7	6.8	32.5	14.0	14.5	46.5
6.8	7.0	33.0	14.5	15.0	47.0
7.0	7.2	33.5	15.0	15.5	47.5
7.2	7.3	34.0	15.5	16.0	48.0
7.3	7.5	34.5	16.0	16.5	48.5
7.5	7.7	35.0	16.5	17.0	49.0
7.7	7.8	35.5	17.0	17.5	49.5
7.8	8.0	36.0	17.5		50.0
8.0	8.2	36.5			

Note: The mass limits in Table 1 are lower than the prescribed limits for axle spacing which otherwise apply to B-doubles under Table 3 of Schedule 1 of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation*.

12. The steer axle mass exception limits in Schedule 3 of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation* apply to a B-double that complies with—
- the mass limit specified in Table 1 of this Schedule; and
  - the conditions in section 1 of Schedule 3.
13. The concessional mass limits in Schedule 2 of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation* apply to a vehicle mentioned in clause 12—
- as an exception to the limits in table 1; and
  - where the vehicle complies with section 1 of Schedule 2; and
  - as though a reference in section 2 of Schedule 2 to ‘general mass limits’, was a reference to the relevant mass limit the vehicle was entitled to operate under in this authorisation

## **Part 2**

### Conditions

14. A B-double that is required to display a warning sign under section 5 of Schedule 3 of the *Heavy Vehicle (Vehicle Standards) National Regulation* may have a flexible warning sign attached to the vehicle by use of clips, provided that the sign—
- (a) otherwise complies with all requirements of section 6 of Schedule 3 of the *Heavy Vehicle (Vehicle Standards) National Regulation*; and
  - (b) is attached to a rigid solid vertical surface in a way that the wording and borders of the sign are clearly visible; and
  - (c) does not flap or otherwise warp under any operating conditions.

## **Appendix 1**

Routes and areas shown on the Multi-combination Routes in Queensland maps:

<http://www.tmr.qld.gov.au/business-industry/Heavy-vehicles/Multi-combination-vehicles/Maps.aspx>

## **SCHEDULE 3 - SOUTH AUSTRALIA**

### **Stated areas or routes**

1. A B-double that is not more than 19m long and has a mass of not more than 42.5t when operating under the general mass limits may use all roads in South Australia.
2. A B-double that is not longer than 23m may use the 23m network as specified on the South Australian RAVnet Map System titled '23 m B-Double network (GML)' set out in Appendix 1 and in accordance with any conditions and limitations specified for those routes.
3. A B-double that is not longer than 26m may use the routes set out in the 26m network as specified on the South Australian RAVnet Map System titled '26 m B-Double network (GML)' set out in Appendix 1, and in accordance with any conditions and limitations specified for those routes.
4. A B-double that is not longer than 26m may use the routes specified on the South Australian RAVnet Map System titled 'Commodity Routes - B-Double (GML)' set out in Appendix 1, and in accordance with any conditions and limitations specified for those routes.

### **Stated hours of stated days**

5. A B-double that is authorised to use the routes specified in clause 1 may use the stated routes at any time of the day.
6. A B-double that is authorised to use the routes specified in clauses 2, 3 and 4 must do so in accordance with any restrictions on the hours and days of operation specified for those routes.

### **Conditions**

7. The mass of a B-double must not be more than 42.5t unless the prime mover is fitted with a dual-drive tandem axle group.
8. A B-double must not reverse into or out of a road or depot.
9. If inter-axle differentials are fitted, they must be of the positive locking type.
10. For any vehicle that makes up the B-double that is registered in South Australia, the operator must —
  - (a) hold maintenance management accreditation for the vehicle; or
  - (b) display the appropriate current inspection label issued by the South Australian Department of Planning, Transport and Infrastructure which clearly states the type of vehicle configuration and the inspection expiry date (month/year).
11. A B-double must not be assembled or disassembled on a route except—
  - (a) if the vehicle has broken down; or
  - (b) in order to proceed on a temporary by-pass around a road blockage.
12. A B-double may only use a roadside parking area showing a 'Rest Area' sign or a 'Truck Parking Area' sign. Parking areas can only be used for rest purposes or vehicle checks but not for assembly or disassembly purposes except in accordance with clause 11.
13. If travelling along Main South Road between Cape Jervis and Delamere, the mass on the dual-drive tandem axle group must be at least 14t if the mass of the load of the B-double is more than 10t.
14. After disembarking from the ferry at Cape Jervis, a B-double must allow all passenger vehicles disembarking from the ferry to proceed toward Myponga before the B-double proceeds.
15. A B-double longer than 25m must not use the rail crossing on Ridgeway Road, Wolseley.



## **Appendix 1**

23m network as specified on the South Australian RAVnet Map System titled '23 m B-Double network (GML)'; <http://www.dpti.sa.gov.au/ravnet>

26m network as specified on the South Australian RAVnet Map System titled '26 m B-Double network (GML)'; <http://www.dpti.sa.gov.au/ravnet>

Routes specified on the South Australian RAVnet Map System titled 'Commodity Routes - B-Double (GML)': <http://www.dpti.sa.gov.au/ravnet>

## **SCHEDULE 4 – TASMANIA**

### **Definitions**

1. In this Schedule—

**‘aggregate axle load’** means the mass that is the sum of the mass limits stated in Table 1 of Part 2 of Schedule 1 of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation* in relation to each of the axle groups and single axles of the B-double.

**‘approval plate’** means a decal, label or plate, issued with the approval of an authority that is responsible for the administration of a corresponding law, that—

- (a) certifies that a prime mover is fitted with a Front Underrun Protection Device; and
- (b) is fitted in such a way that it cannot be removed without being damaged or destroyed;

**‘Forestry Safety Code’** means the means the Forest Safety Code (Tasmania) 2007, as amended from time to time, produced by the Safety Standards Committee of the Tasmanian Forest Industries Training Board Inc. and approved under section 22 of the *Workplace Health and Safety Act 1995* (Tas) and recognised by section 274 of the *Work Health and Safety Act 2012* (Tas).

### **Stated areas or routes**

- 2. A B-double that is not longer than 21m, and that is not fitted with more than seven axles, and that has a mass not more than the lower or lowest of the aggregate axle load or 50t may use all roads in Tasmania.
- 3. A B-double that is not longer than 21.3m with a rear trailer that has a rear load restraining guard that complies with the Forestry Safety Code, and that is not fitted with more than seven axles, and that has a mass not more than the lower or lowest of the aggregate axle load or 50t may use all roads in Tasmania.
- 4. A B-double that is more than 21m long but is not more than 26m long may only use the areas or routes as listed in Schedule 1 of the Tasmanian Approved B-double Route Network set out in Appendix 1.

### **Stated hours of stated days**

- 5. A B-double that is authorised to use the routes specified in clauses 2 and 3 may use the stated routes at any time of the day.
- 6. A B-double that is authorised to use the routes specified in clause 4 must do so in accordance with any restrictions on the hours and days of operation specified for a road in the comments and restrictions column in the Tasmanian Approved B-double Route Network set out in Appendix 1.

### **Conditions**

- 7. A B-double that is authorised to use the routes specified in clause 4 must comply with the conditions about the operation of the heavy vehicle specified for a road in the comments and restrictions column in the Tasmanian Approved B-double Route Network set out in Appendix 1.
- 8. The prime mover of a B-double that is longer than 25m that is fitted with a bullbar, roo bar, nudge-bar, cowcatcher or other such protrusion at the front of the vehicle, must have

the bullbar, roo bar, nudge-bar, cowcatcher or other such protrusion permanently fitted with a clearly legible and conspicuously displayed approval plate.

### **Appendix 1**

Tasmanian Approved B-double Route Network:

[http://www.transport.tas.gov.au/hv/bdouble\\_route\\_network](http://www.transport.tas.gov.au/hv/bdouble_route_network)

## **SCHEDULE 5 – VICTORIA**

### Stated areas or routes

1. A B-double that is not longer than 19m and complies with the mass limits specified in Table 1 of this Schedule may use all roads in Victoria.
2. A B-double that is not longer than 19m and exceeds the mass limits specified in Table 1 of this Schedule may use the areas or routes specified in the Victorian Class 2 B-Double Route Access Lists set out in Appendix 1.
3. A B-double that is not longer than 26m may use the areas or routes specified in the ‘Victorian Class 2 B-Double Route Access Lists’ set out in Appendix 1.

### Stated hours of stated days

4. A B-double that is authorised to use the routes specified in clause 1 may use the stated routes at any time of the day.
5. A B-double that is authorised to use the routes specified in clauses 2 and 3 must do so in accordance with any restrictions on the hours and days of operation specified for those routes.

### Conditions

6. A B-double must comply with the conditions in the ‘Victorian Class 2 B-Double Route Access List’ about where B-doubles must not travel.
7. A B-double must not reverse into or out of a road or depot.
8. The steer axle mass exception limits in Schedule 3 of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation* apply to a B-double that complies with—
  - (a) the mass limit specified in Table 1 of this Schedule; and
  - (b) the conditions in section 1 of Schedule 3.
9. The concessional mass limits in Schedule 2 of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation* apply to a vehicle mentioned in clause 8—
  - (a) as an exception to the limits in table 1; and
  - (b) where the vehicle complies with section 1 of Schedule 2; and
  - (c) as though a reference in section 2 of Schedule 2 to ‘general mass limits’, was a reference to the relevant mass limit the vehicle was entitled to operate under in this authorisation

**Table 1 - Axle spacing mass limits for 19m B-doubles with general access**

Length of axle spacing (m)		Mass limit(t)	Length of axle spacing (m)		Mass limit(t)
At least	Less than		At least	Less than	
3.5	3.7	23.0	8.2	8.3	37.0
3.7	3.8	23.5	8.3	8.5	37.5
3.8	4.0	24.0	8.5	8.7	38.0
4.0	4.2	24.5	8.7	8.8	38.5
4.2	4.3	25.0	8.8	9.0	39.0
4.3	4.5	25.5	9.0	9.2	39.5
4.5	4.7	26.0	9.2	9.3	40.0
4.7	4.8	26.5	9.3	9.5	40.5
4.8	5.0	27.0	9.5	9.7	41.0
5.0	5.2	27.5	9.7	9.8	41.5
5.2	5.3	28.0	9.8	10.0	42.0
5.3	5.5	28.5	10.0	10.5	42.5
5.5	5.7	29.0	10.5	11.0	43.0
5.7	5.8	29.5	11.0	11.5	43.5
5.8	6.0	30.0	11.5	12.0	44.0
6.0	6.2	30.5	12.0	12.5	44.5

Length of axle spacing (m)		Mass limit(t)	Length of axle spacing (m)		Mass limit(t)
At least	Less than		At least	Less than	
6.2	6.3	31.0	12.5	13.0	45.0
6.3	6.5	31.5	13.0	13.5	45.5
6.5	6.7	32.0	13.5	14.0	46.0
6.7	6.8	32.5	14.0	14.5	46.5
6.8	7.0	33.0	14.5	15.0	47.0
7.0	7.2	33.5	15.0	15.5	47.5
7.2	7.3	34.0	15.5	16.0	48.0
7.3	7.5	34.5	16.0	16.5	48.5
7.5	7.7	35.0	16.5	17.0	49.0
7.7	7.8	35.5	17.0	17.5	49.5
7.8	8.0	36.0	17.5		50.0
8.0	8.2	36.5			

Note: These mass limits in Table 1 are lower than the prescribed limits for axle spacing which otherwise apply to B-doubles under Table 3 of Schedule 1 of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation*.

## **Appendix 1**

Victorian Class 2 B-Double Route Access Lists

<http://www.vicroads.vic.gov.au/Home/Moreinfoandservices/HeavyVehicles/AccessAndRouteInformation/>