



**HEAVY VEHICLE NATIONAL LAW**

**NATIONAL CLASS 2 HEAVY VEHICLE ROAD TRAIN AUTHORISATION (NOTICE) 2014  
(No. 1)**

**Purpose**

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

Note – The Heavy Vehicle National Law provides that road trains 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 road trains may be used, subject to certain conditions. This instrument does **NOT** exempt a road train from requirements of the Heavy Vehicle National Law, including but not limited to, mass and dimension requirements.

2. The purpose of this notice is to exempt road trains 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 road train 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 participating jurisdiction (HVNL) and section 69(1)(b) of the *Heavy Vehicle (General) National Regulation*.
4. Part 2 of Schedule 2 is 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 Road Train Authorisation (Notice) 2014 (No. 1)*.

**Commencement**

6. This notice commences on 10 February 2014.

**Expiry**

7. This notice expires on 9 February 2019.

## Definitions

8. Unless otherwise stated, words and expressions used in this notice have the same meanings as those defined in the HVNL.
9. In this notice—
- (a) **'Stated areas or routes'** means the stated areas or routes set out in the Schedules.
  - (b) **'Stated hours of stated days'** means the stated hours of stated days set out in the Schedules.
  - (c) **'AB Triple'** means a Type 1 road train consisting of a prime mover and semitrailer combination connected by a converter dolly (with two or three axles) to two semitrailers connected by a fifth wheel coupling.
  - (d) **'B-triple'** means a Type 1 road train consisting of a prime mover towing three semitrailers connected by fifth wheel couplings, other than a modular B-triple.
  - (e) **'Modular B-triple'** means a road train that is not longer than 35m consisting of a prime mover with a single steer axle and a tandem drive axle, towing three tri-axle group semitrailers connected by fifth wheel couplings, where—
    - (i) the combination can form a compliant B-double if any one semitrailer is removed; and
    - (ii) the distance from the king pin of the first trailer to the rear of the combination is not longer than 29.6m; and
    - (iii) the prime mover is rated by the manufacturer for a startability of 10 per cent and a gradeability of 12 per cent; and
    - (iv) the prime mover is capable of maintaining a minimum speed of 70km/h on a 1 per cent grade at a GCM rating of 84.5t.
  - (f) **'Type 1 road train'** means a road train consisting of a prime mover hauling unit towing two trailers when the combination length is not longer than 36.5m.

Note: B-triple and AB-triple combinations up to 36.5m are categorised as a Type 1 road train.
  - (g) **'Type 2 road train'** means a road train consisting of—
    - (i) a rigid truck hauling unit towing two trailers when the combination length is not longer than 47.5m; or
    - (ii) a road train using a prime mover hauling unit towing three or four trailers when the combination length is not longer than 53.5m.

Note: An AB-triple combination longer than 36.5m and up to a length of 44.0m is categorised as a Type 2 road train.

Note – The HVNL defines a road train as a combination, other than a B-double, consisting of a motor vehicle towing at least two trailers. A converter dolly supporting a semitrailer does not count as a trailer for the purpose of this definition. A road train may be up to 53.5 metres long.

## Application

10. This notice applies to a road train, as specified in the Schedules.

11. Subject to clause 12, this notice applies in all participating jurisdictions other than the Australian Capital Territory and Tasmania.

Note 1 – Road trains are not authorised to operate in Tasmania.

Note 2 – This notice authorises a road train which is, or has a component vehicle in the combination, designed to carry vehicles on 2 or more partly or completely overlapping decks on the routes and in the circumstances stated for road trains in each Schedule.

12. Part 2 of Schedule 2 applies in Queensland.

### Conditions

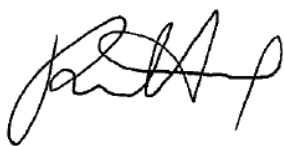
13. The driver and operator of a road train must comply with all conditions set out in the Schedule for a participating jurisdiction when the vehicle is being used in the jurisdiction to which that Schedule applies.
14. Nothing in this notice exempts the driver or operator of the road train from complying with legislation regulating the use of heavy vehicles, including but not limited to—
  - (a) compliance with mass and other dimension requirements in the HVNL;
  - (b) compliance with official 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) Authorise the use of road trains (as specified in this notice) in the stated areas or routes during the stated hours of stated days and subject to the conditions set out in this notice; and
- (b) Exempt road trains operating in Queensland from the heavy vehicle standard in section 6(3) of Schedule 3 of the *Heavy Vehicle (Vehicle Standards) National Regulation* subject to the conditions set out in Part 2 of Schedule 2 of this notice.

Dated: 5 February 2014



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

## SCHEDULE 1 – NEW SOUTH WALES

### Stated areas or routes

1. A Type 1 road train that has not more than two trailers may use the routes set out in Appendix 1 (a) to this Schedule.
2. A Modular B-triple may use the routes set out in Appendix 1 (c) to this Schedule.
3. A B-triple may use the routes approved for B-triples operating at general mass limits on B-Triple and AB-triple map and list of additional routes set out in Appendix 1 (b) to this Schedule.
4. An AB-triple may use the routes approved for AB-triples operating at general mass limits on B-Triple and AB-triple map and list of additional routes set out in Appendix 1 (b) to this Schedule.
5. A Type 2 road train that has not more than three trailers may use the routes stated in Part 2 of Appendix 1 (a) to this Schedule.

### Conditions applicable to stated areas or routes

6. A road train that is authorised to use a route specified in clauses 1, 2, 3, 4 or 5 must comply with the conditions specified for that route in the “condition” column in Appendix 1 (a), (b) or (c) to this Schedule, that apply to the vehicle.
7. A road train operating in New South Wales must not exceed a speed of 90km/h or any lower speed limit specified for a route in the “condition” column in Appendix 1 (a), (b) or (c) to this Schedule, that applies to the vehicle.

### Stated hours of stated days

8. A road train that is authorised to use the routes specified in clauses 1, 2, 3, 4 and 5 must do so in accordance with any restrictions on the hours and days of operation specified in Appendix 1 (a), (b) or (c) to this Schedule, that apply to the vehicle.

### Conditions about mass limits

9. Subject to clause 11, the mass of a road train must not exceed:
  - (a) In the case of a Type 1 road train that has no more than 2 trailers - 79.0t.
  - (b) In the case of a B-triple including a modular B-triple - 82.5t.
  - (c) In the case of an AB-triple – 102.5t.
  - (d) In the case Type 2 road train that has not more than three trailers – 115.5t.
10. The mass of a road train may exceed the limit specified in clause 1 by;
  - (a) 0.5t if the prime mover of the road train is eligible for the steer axle mass exception;
  - (b) 0.5t if the prime mover of the road train has tyres with section widths of at least 295mm;
  - (c) 0.7t if the prime mover of the road train has tyres with section widths of at least 375mm;
  - (d) 2.0t if the road train is eligible for the concessional mass limits;

- (e) 3.5t in the case of a Type 1 road train that has a distance between centrelines of the outermost axles of at least 26.5 metres and includes a tri-axle converter dolly that is fitted with a certified road friendly suspension system;
- (f) 3.5t in the case of a Type 2 road train that includes one tri-axle converter dolly that is fitted with a certified road friendly suspension system;
- (g) 7.0t in the case of a Type 2 road train that includes two tri-axle converter dollies fitted with certified road friendly suspension system.

Additional conditions for B-triples (other than modular B-triples) and for AB-triples

- 11. A B-triple's or AB-triple's compliance with the routes stated in clauses 3 and 4 of this Schedule must be monitored by an approved intelligent transport system used by an intelligent access service provider.
- 12. The operator of a B-triple or AB-triple must be a person who holds maintenance management accreditation for the vehicles.
- 13. The distance from the centreline of the kingpin of the first trailer of a B-triple or AB-triple to the rear of the combination must not be longer than 31.6m.
- 14. All axle groups of a B-triple or AB-triple must be fitted with a certified road friendly suspension system.
- 15. All axles of a B-triple or AB-triple, except the steer axle, must be fitted with dual tyres.
- 16. A prime mover used in a B-triple or AB-triple must have an anti-lock braking system complying with third edition ADR 64, if the B-triple or AB-triple includes a road tank vehicle carrying dangerous goods.
- 17. A B-triple or AB-triple must have a minimum D-rating of 162kN for all kingpins, fifth wheel couplings, automatic pin couplings and a minimum D-rating of 186kN for a draw-bar type coupling or drawbar eye, where applicable.
- 18. All trailers of a B-triple or AB-triple must, when travelling in a straight line on a level, track in the path of the hauling unit without shifting or swerving more than 100mm either side of the path of the hauling unit.
- 19. The prime mover and any trailer that is to be used as part of a B-triple or AB-triple must be certified as complying with the construction, dimension, mass limits and operating conditions applicable to a B-triple or AB-triple under this Schedule and relevant ADRs, by a person licensed as a certifier under Part 5A of the *Road Transport (Vehicle Registration) Regulation 2007 (NSW)*.

**Appendix 1**

(a) Class 2 Road Train Notice 2012 (NSW)

[http://www.nsw.gov.au/sites/default/files/Government-Gazette-27-July-2012\\_WEB\\_v01.pdf](http://www.nsw.gov.au/sites/default/files/Government-Gazette-27-July-2012_WEB_v01.pdf)

(b) Routes approved for B-triples and AB-triples:

[http://www.rms.nsw.gov.au/heavyvehicles/iap/maps/triples/hml\\_triple\\_nsw.pdf](http://www.rms.nsw.gov.au/heavyvehicles/iap/maps/triples/hml_triple_nsw.pdf)

[http://www.rms.nsw.gov.au/heavyvehicles/downloads/iap\\_map\\_download\\_btriple\\_recent\\_approvals.pdf](http://www.rms.nsw.gov.au/heavyvehicles/downloads/iap_map_download_btriple_recent_approvals.pdf)

(c) Class 2 Modular B-triple Notice 2012 (NSW)

[http://www.nsw.gov.au/sites/default/files/Government-Gazette-28-September-2012\\_WEB\\_v01\\_0.pdf](http://www.nsw.gov.au/sites/default/files/Government-Gazette-28-September-2012_WEB_v01_0.pdf)

## SCHEDULE 2 – QUEENSLAND

### *Part 1*

#### Application

1. This Schedule applies to the categories of road train described in Table 1 of this Schedule.

#### Definitions

2. In this Schedule—
  - (a) **'BAB Quad'** means a Type 2 road train consisting of a prime mover towing two sets of B-double trailers connected by a converter dolly;
  - (b) **'ABB-quad'** means a Type 2 road train consisting of a prime mover towing a single semitrailer and a set of B-triple trailers connected by a converter dolly.

#### Stated areas or routes

3. A Type 1 road train may use the routes and areas shown on the *Multi-combination Routes in Queensland* maps set out in Appendix 1.
4. A Type 2 road train may use the routes and areas shown on the *Multi-combination Routes in Queensland* set out in Appendix 1.

#### Stated hours of stated days

5. A road train that is authorised to use the routes and areas specified in clauses 3 and 4 must do so in accordance with any restrictions on the hours and days of operation specified in the relevant documents.

#### Conditions

6. A road train must not exceed the applicable length limit for that category of road train specified in Table 1 to this Schedule.
7. A component of a combination when attached to another component in a combination mentioned in this schedule, must comply with the prescribed length requirements applying to those components in Schedule 6 of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation*.

*Example for the purposes of clause 7—*

*A prime mover and the first trailer in a road train are subject to section 3 of Schedule 6 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation and may not exceed 19m in length.*

8. A road train must not reverse into or out of a road or depot.
9. 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).

10. A road train must—

- (a) consist of a prime mover or truck manufactured in accordance with ADR 61 and fitted with a vehicle plate or compliance plate containing the words—
  - (i) “ROAD TRAIN” for a road train other than a B-triple; or
  - (ii) “B-DOUBLE” for a road train that is a B-triple; or
- (b) have a trailer manufactured in accordance with ADR 61 and fitted with a vehicle plate or compliance plate containing the words “ROAD TRAIN TRAILER” for a road train that is not a B-triple; or
- (c) have trailers used in road trains prior to the introduction of ADR 61 (1 July 1991); or
- (d) be a road train consisting of a prime mover and semitrailer combination towing one converter dolly; or
- (e) be a heavy vehicle registered and approved for use in road train combinations in another state or territory or under the Federal Interstate Registration Scheme; or
- (f) 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 had 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.

11. Couplings fitted to a B-triple, AB-triple, BAB-quad or ABB-quad in the following locations must have a minimum D-value rating of 162 kN—
  - (a) the automatic pin coupling on the rear of the lead trailer;
  - (b) the towing eye of the road train converter dolly;
  - (c) the fifth wheel of the road train converter dolly;
  - (d) the kingpin of a B-double lead trailer; and
  - (e) all couplings of a B-triple.
  
12. A road train 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 .
  
13. A road train that is a vehicle carrier and that is higher than 4.3m may not use a road where there is insufficient height clearance for the combination to pass without striking or damaging any road infrastructure.

Note: The driver of a Vehicle Carrier that is higher than 4.3m must assess the suitability of a road prior to operating the vehicle on that road. The roads used must be continually monitored to ensure sufficient clearance for the vehicle exists.


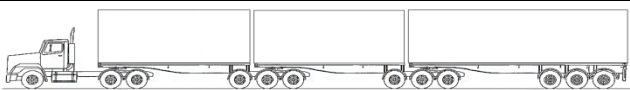


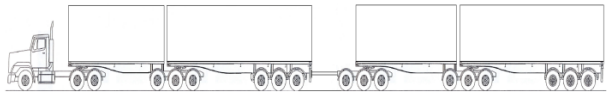
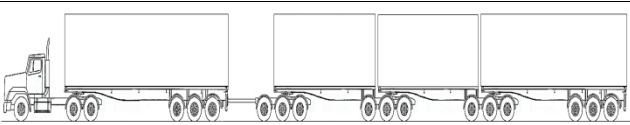

#### Additional conditions for B-triples

14. Where a road tank vehicle carrying dangerous goods is a component of a B-triple, all component vehicles in the B-triple must have an anti-lock braking system complying with third edition ADR 38/01(ABS).
15. For a B-triple not specified in clause 13, the prime mover must have an ABS.
16. B-triple Brake application and release times apply as for B-doubles.



17. The prime mover in a B-triple must have a minimum engine power of 370 kW (500hp) or be capable of a minimum sustainable speed of 70km/h on a 1% grade at the relevant combination mass.
18. A B-triple fitted with—
- (a) air suspension with effective dampers on all trailer axles is restricted to a maximum speed limit of 100km/h;
  - (b) mechanical suspension on any trailer axles is restricted to a maximum speed limit of 90km/h.

**Table 1 - Maximum Lengths of Road Trains**

Vehicle combinations	Length (m)	Type	Combination diagram
A prime mover towing two semitrailers connected by a drawbar.	36.5	Type 1	
B-triple:	36.5	Type 1	
AB-triple:	36.5	Type 1	
Longer AB-triple (as described above)	44.0	Type 2	(as depicted above)
A rigid truck towing two semitrailers connected by a drawbar	47.5	Type 2	
BAB-quad: A prime mover towing two sets of B-double trailers, connected by a converter dolly	53.5	Type 2	
ABB-quad: A prime mover towing a single semitrailer and a set of B-triple trailers, connected by a converter dolly	53.5	Type 2	
A prime mover towing three semitrailers connected by drawbars	53.5	Type 2	

**Part 2**

**Application and conditions**

19. A road train 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**

*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

### Definitions

1. In this Schedule—
  - (a) '**double road train**' means a road train longer than 32m but not longer than 36.5m where the prime mover tows two trailers where a converter dolly supporting a semitrailer is counted as a single trailer;
  - (b) '**short double road train**' means a road train longer than 30m but not longer than 32m where the prime mover tows two trailers where a converter dolly supporting a semitrailer is counted as a single trailer;
  - (c) '**triple road train**' means a road train longer than 36.5m but not longer than 53.5m where the prime mover tows three trailers where a converter dolly supporting a semitrailer is counted as a single trailer.

### Stated areas or routes

2. A triple road train must only use the routes set out in the road train network as specified on the South Australian RAVnet Map System titled '53.5m Road Train network (GML)' set out in Appendix 1, and in accordance with any conditions and limitations specified for those routes.
3. A double road train must only use the routes set out in the road train network as specified on the South Australian RAVnet Map System titled '36.5m Road Train network (GML)' set out in Appendix 1, and in accordance with any conditions and limitations specified for those routes.
4. A short double road train must only use the routes set out in the road train network as specified on the South Australian RAVnet Map System titled '32.0m Road Train network (GML)' set out in Appendix 1, and in accordance with any conditions and limitations specified for those routes.
5. A short double road train and a double road train may use the routes set out in the road train network as specified on the South Australian RAVnet Map System titled 'Commodity Routes - Road Train (GML)' set out in Appendix 1, and in accordance with any conditions and limitations specified for those routes.

### Stated hours of stated days

6. A road train that is authorised to use the routes specified in clauses 2, 3, 4 or 5 must do so in accordance with any restrictions on the hours and days of operation specified for those routes.

### Conditions

7. A road train must not exceed a speed of 90km/h or 100km/h or a specified speed limit as prescribed in the South Australian *Road Traffic (Road Rules – Ancillary and Miscellaneous Provisions) Regulations 1999*.
8. A prime mover used in a road train combination must consist of a single steer axle and either a single drive axle or a dual drive tandem axle group.
9. A converter dolly used in a road train must consist of either a single axle or a tandem axle group.

10. The total mass of a road train operating at general mass limits must not exceed 42.5t unless the prime mover is fitted with a dual-drive tandem axle group.
11. If inter-axle differentials are fitted, they must be of the positive locking type.
12. If using drop deck semitrailers, the rear coupling height from the ground on a drop deck semitrailer must not be less than 600mm provided that the trailer is only coupled to a converter dolly that has a vertical distance from the ground to the centreline of the draw-bar pivot dimension equivalent to the coupling height plus or minus 50mm.
13. The prime mover and first semitrailer in a road train must not be longer than 19.0m.
14. If the road train operates between Port Augusta West and Northern Adelaide the operator must hold maintenance management accreditation for all vehicles in the road train combination.

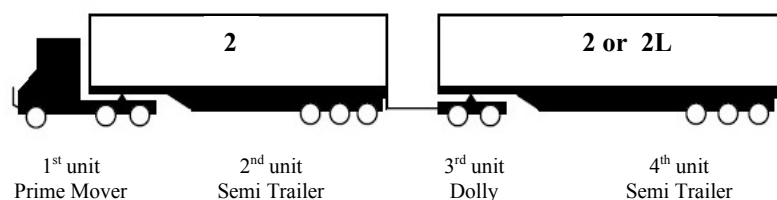
Note: The routes between Port Augusta West and Northern Adelaide include National Highway 1 and any other approved routes in Northern Adelaide.

15. If the road train operates on routes other than between Port Augusta West and Northern Adelaide and any vehicles that make up the road train are registered in South Australia, Victoria or Tasmania, the operator must either—
  - (a) hold maintenance management accreditation for the South Australian, Victorian or Tasmanian registered vehicles; or
  - (b) have the South Australian, Victorian or Tasmanian registered vehicles in the road train inspected annually and display on the vehicles the appropriate current South Australian inspection label by number which clearly states the type of vehicle configuration and the inspection expiry date (month/year).

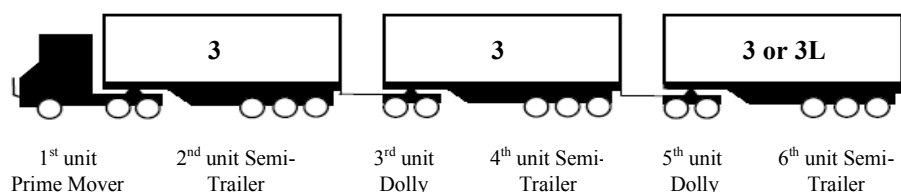
Note: If any vehicles that make up the road train are registered in New South Wales, Queensland, Western Australia or the Australian Capital Territory, they do not need to display South Australian labels or undergo inspections that are over and above those required in their state or territory of registration.

16. If the road train operates on routes other than between Port Augusta West and Northern Adelaide and any vehicles that make up the road train are registered in the Northern Territory, the operator must either—
  - (a) hold maintenance management accreditation for those vehicles; or
  - (b) have the vehicles display Northern Territory inspection and rating labels; or
  - (c) have the vehicles inspected annually and display on the vehicles the appropriate current South Australian inspection label by number which clearly states the type of vehicle configuration and the inspection expiry date (month/year).
17. If the road train must display South Australian inspection labels, they must comply as follows—

- i. a double road train must display No. 2 or 2L labels as shown in the following diagram;



- ii. a triple road train must display No. 3 or 3L labels as shown in the following diagram;



- iii. a road train vehicle displaying No. 3 or 3L labels can be used in a double road train;
- iv. a semitrailer displaying No. 2L or 3L labels can only be used as the last unit in the road train combination.

18. The headlights of the prime mover, when operating as a road train, are to be alight at all times.
19. If operating a road train on a route between Port Augusta West and Northern Adelaide, the driver must undergo and pass a medical examination in accordance with the national standards for commercial vehicle drivers as set out in the document titled 'Assessing Fitness to Drive for commercial and private vehicle drivers – March 2012 as amended up to 16 March 2013' published by Austroads and the National Transport Commission. .

Note: The routes between Port Augusta West and Northern Adelaide include National Highway 1 and any other approved routes in Northern Adelaide.

20. If the road train driver is aged up to and including 49 years, the medical certificate is valid for a period not exceeding 3 years from the date of the examination, providing there has been no change in the driver's medical condition in that time.
21. If the road train driver is aged 50 years or over, the medical certificate is valid for a period not exceeding 12 months from the date of the examination, providing there has been no change in the driver's medical condition in that time.
22. If operating a road train on a route between Port Augusta West and Northern Adelaide, the driver must carry their medical certificate or a legible copy and produce it if requested by an Authorised Officer or a Police Officer.'
23. The road train must not be assembled or disassembled on any route except—  
(a) if broken down; or  
(b) in order to proceed on a temporary by-pass around a road blockage.
24. A road train may only use a roadside parking 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 22.
25. All right turn manoeuvres across National Highway 1 (between Port Augusta West and Northern Adelaide) are prohibited except where otherwise indicated on the relevant road train route network maps.
26. A road train must not reverse into or out of a road or depot.
27. The transport of dangerous goods in bulk is not permitted on the following routes that are under the care and control of the City of Port Adelaide Enfield—

Mildred Terrace, Elder Road (Stirling Street to Willochra Street), Bedford Street (North of Eastern Parade only), Wing Street, Rafferty Street, South Terrace (South Road to Wing Street), Francis Road (to Goodfellow's Depot access), Johansson Road, Senna Road, Lafitte Road, Rosberg Road, Dunstan Road, Streiff Road, Grand Junction Service Road, Duncan Road and Acorn Road.

Note: The carriage of dangerous goods by road trains on the routes above is only permitted under an individual permit issued by the NHVR.

28. A road train that is a vehicle carrier—  
(a) as constructed must not be higher than 4.3m; and

(b) must not carry vehicles on an upper deck unless each deck below is fully loaded

## **Appendix 1**

Routes set out in the road train network as specified on the South Australian RAVnet Map System titled '53.5m Road Train network (GML)': <http://www.dpti.sa.gov.au/ravnet>

Routes set out in the road train network as specified on the South Australian RAVnet Map System titled '36.5m Road Train network (GML)': <http://www.dpti.sa.gov.au/ravnet>

Routes set out in the road train network as specified on the South Australian RAVnet Map System titled '32.0m Road Train network (GML)': <http://www.dpti.sa.gov.au/ravnet>

Routes set out in the road train network as specified on the South Australian RAVnet Map System titled 'Commodity Routes - Road Train (GML)': <http://www.dpti.sa.gov.au/ravnet>

## **SCHEDULE 4 – VICTORIA**

### Application

1. This Schedule applies to a road train which consists of a motor vehicle towing at least two trailers, counting a converter dolly supporting a semitrailer as one trailer, and which is not more than 36.5metres long.

### Stated areas or routes

2. A road train may be used on the routes specified in the Victorian Class 2 Road Train Route Access List set out in Appendix 1.

### Stated hours of stated days

3. A road train may use the stated areas or routes at any time of the day.

### Conditions

4. A road train must not reverse into or out of a road or depot.

## **Appendix 1**

Victorian Class 2 Road Train Route Access List

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