

Road Transport (General) Act 2005
Class 3 26-metre B-Double Exemption Notice 2010

I, Michael Bushby, Chief Executive of the Roads and Traffic Authority, pursuant to Part 2 Division 5, of the *Road Transport (Mass, Loading and Access) Regulation 2005*, do, by this Notice exempt the vehicles described in Part 2 of the Schedule to this Notice from the dimensions, as specified in this Notice, set out in Schedule 2 to the *Road Transport (Vehicle Registration) Regulation 2007*, subject to any conditions or requirements set out in the Schedule below.

Michael Bushby
Chief Executive
Roads and Traffic Authority

SCHEDULE

Explanatory Note

This Notice replaces the *26-metre B-Double Exemption Notice 2005*, that was published in Government Gazette No. 142 at pages 9793 to 9795 on 25 November 2005 and subsequently amended from time to time.

PART 1 PRELIMINARY

1.1 Citation

This Notice may be cited as the *Class 3 26-metre B-Double Exemption Notice 2010*.

1.2 Commencement

This Notice takes effect on 1 October 2010.

1.3 Effect

This Notice remains in force up to and including 30 September 2015 unless it is amended or repealed earlier.

1.4 Interpretation

1.4.1 Unless stated otherwise in Part 5 of this Notice, the words and expressions used in this Notice have the same meaning as those defined in *Road Transport (General) Act 2005*.

1.4.2 Except where a contrary intention is indicated, the index and notes in the text of this Notice do not form part of this Notice.

PART 2 APPLICATION

2.1 Application

- 2.1.1 This Notice applies to a B-Double where the combination exceeds the dimension limit specified in clause 74(1)(a) of Schedule 2 to the Road Transport (Vehicle Registration) Regulation 2007, but does not exceed 26-metres.
- 2.1.2 This Notice applies provided that the combination, of the kind described in 2.1.1, is operated in accordance with the provisions of Part 3 - Operating and Travel Requirements.

Note: This notice applies to B-Doubles longer than 25-metres that comply with the requirements of this Notice. B-Doubles carrying loads of livestock or motor vehicles are permitted to operate at 26 metres. However, this Notice does not provide an exemption from the dimension limit in Clause 74(1)(c) [dimension of car carriers] or Clause 74(2) [dimension of trailer sets of B-Doubles carrying cattle, sheep, pigs or horses which limits the deck length] of Schedule 2 to the *Road Transport (Vehicle Registration) Regulation 2007*.

PART 3 OPERATING AND TRAVEL CONDITIONS

3.1 Operating Conditions

- 3.1.1 All requirements and conditions of this Notice are to be observed when a vehicle is operating as a B-Double pursuant to this Notice.
- 3.1.2 All requirements of the *Class 2 B-Double Notice 2010* must be complied with unless the requirement is inconsistent with a provision of this Notice, in which case this Notice prevails.
- 3.1.3 Except where a contrary intention is stated by this Notice, a vehicle operating under this Notice must comply with the statutory requirements of the road transport legislation as defined by Section 5 of the *Road Transport (General) Act 2005*.
- 3.1.4 A copy of this Notice, must be carried in the driving compartment, and must be produced in response to a request by a police officer or an authorised officer.

3.2 Travel Conditions

- 3.2.1 A B-Double operating under this notice may only be driven or stood on routes approved for:
- 25-metre B-doubles under the *Class 2 B-Double Notice 2010*.
 - Road trains under the *Class 2 Road Train Notice 2010*.

PART 4 – SPECIAL REQUIREMENTS

4.1 Dimensions

- 4.1.1 The laden or unladen dimensions of a B-Double (including any fittings) must not exceed 26 metres and the distance from centreline of the king-pin of the first trailer to the rear of the combination must not exceed 20.6 metres.

Note: A B-Double may not comprise of a semi-trailer where the distance from the king-pin to the rear of that trailer exceeds 12.3 metres.

4.2 Front Under-run Protection Systems

4.2.1 The prime mover must:

- a) be a Front Under-run Protection Vehicle, which is fitted with an Approval Plate that is affixed on the vehicle cabin and in the proximity of the vehicle's CPA (Compliance) plate/label. The approval plate must be clearly visible to, and readable by, a Police Officer or an Authorised Officer; or
- b) be fitted with a Front Under-run Protection Device which is fitted with an Approval Plate that is clearly visible to, and readable by, a Police Officer or an Authorised Officer.

4.2.2 Any protrusion fitted to the front of a prime mover, must be fitted with an Approval Plate, that is clearly visible to, and readable by, a Police Officer or an Authorised Officer. The Approval Plate must stipulate either that the protrusion is a Front Under-run Protection Device as outlined in 4.2.1 (b) or that the fitted protrusion does not negate the prime mover's compliance with 4.2.1.

Note: Protrusions covered by 4.2.2 are fittings such as 'Bull-bars', 'Roo-bars', 'Nudge-bars' 'Cow-catchers' etc. It does not include driving lights, fog lights, 'running' lights, aerials etc (see clause 2 of Schedule 2 of the Road Transport (Mass, Loading and Access) Regulation 2005).

To comply with 4.2 all vehicles will require an approval plate on their protrusion. Some vehicles may require two approval plates – one on the protrusion and one on the cab of the vehicle.

4.3 Cabin strength

4.3.1 The prime mover must comply with Regulation No. 29 made under the UN ECE Agreement (UN ECE R29) for cabin strength.

4.3.2 A vehicle complying with Clause 4.3.1 must be fitted with an Approval Plate that is affixed on the vehicle cabin and in the proximity of the vehicle CPA (Compliance) plate/label. The approval plate must be clearly visible to, and readable by, a Police Officer or an Authorised Officer.

4.4 Prime mover must not have a load carrying area

4.4.1 The prime mover must not have a load carrying area.

4.4.2 For the purposes of Clause 4.4.1, a load does not include:

- a) the driver or passengers, or personal items of the driver or passengers;
- b) fuel, water, lubricants, and readily removable equipment carried on or in the vehicle that is required for its normal operation.

PART 5 DEFINITIONS

“Approval Plate” means a decal, label or plate issued by a Competent Entity that is made of a material and fixed in such a way that they cannot be removed without being damaged or destroyed and that contains the following information:

- For vehicles complying with Clause 4.2, the Trade name or mark of the Front Under-run Protection Vehicle or Front Under-run Protection Device;
- For vehicles complying with Clause 4.2, the manufacturer of the Front Under-run Protection Vehicle or Front Under-run Protection Device;
- For vehicles complying with Clause 4.2.1(b), the make of the vehicle or vehicles the component or device has been designed and certified to fit;
- For vehicles complying with Clause 4.2.1(b), the model or models of vehicle the component or device has been designed and certified to fit;
- For vehicles complying with Clause 4.3, the vehicle manufacturer’s name;
- Competent Entity unique identification number;
- Approval Plates relating to 4.2.1(b) and 4.2.2 must include the Approval Number issued by the Competent Entity; and
- Purposes of the approval i.e. approval for a Front Under-run Protection Device, and/or for a Front Under-run Protection Vehicle (UN ECE 93), or for Cab Strength (UN ECE 29).
- Approval Plates relating to Clause 4.2.1(b) shall bear the words “UN ECE R93 FUPD” or other words or markings with a clearly equivalent meaning.
- Approval Plates relating to Clause 4.2.2 must bear the words “UN ECE R93 FUP Compatible” or other words or markings with a clearly equivalent meaning.
- Approval Plates relating to either Clause 4.2.1(b) and 4.2.2 may include both the words “UN ECE R93 FUPD” and “UN ECE R93 FUP Compatible” or other words or markings with a clearly equivalent meaning. Each statement must be annotated or marked, such as with either a “Yes” or “XXX”, so as to clearly and unambiguously signify upon the Plate which statement is applicable (A FUP compatible device is one that complies with Clause 3.2.2).
- Approval Plates relating to Clause 4.3 must include the statement “This vehicle was manufactured to conform with the Cab Strength requirements of UN ECE R29” or words with an equivalent meaning.

“Competent Entity” means a person or organisation appointed by an Australian Authority, and issued with a unique identification number, with the power to certify that the UN ECE requirements for Front Under-run Protection and Cabin Strength have been met, and continue to be met, and who may authorise the fixing of appropriate Approval Plates to a Front Under-run Protection Device or a Front Under-run Protection Vehicle.

A Compliance Plate Approval (CPA) holding heavy vehicle manufacturer is deemed to be a Competent Entity.

A Competent Entity, that is not a CPA holding manufacturer, is only approved to inspect and certify those vehicles that are registered in the same jurisdiction as the Competent Entity’s place of business.

“Front Under-run Protection Device” means a device fitted to a prime mover:

- That complies with *UN ECE Regulation No. 93* and meets all of the requirements set out in *Section 6 “Requirement For FUPDs” of Part I* and *Section 8 “Requirements for Installation of an Approved FUPD” of Part II* of those regulations,
- Where compliance with the performance requirements of *UN ECE Regulation No. 93* was established by laboratory testing carried out in accordance with the procedures set out in *Annex 5 of UN ECE Regulation No. 93*, and
- That was tested using the *Test Conditions* set out in *Section 1* and the *Test Procedure* set out in *Section 3 of Annex 5 of the Guidelines for Implementing Front Underrun Protection and Cab Strength Requirements* published by the National Transport Commission (NTC). (Simulation of the test procedure by calculation or other such method as provided for in *Section 1.3 of Annex 5* is not available under the NTC Guideline, except with the specific approval of the Authority or when approval has been granted using an “*E-mark*” issued pursuant to *Annex 4 of UN ECE Regulation No. 93*).

or

- Complies with ADR 84 - Front Under- run Impact Protection.

“Front Under-run Protection Vehicle” means a vehicle:

- that complies with *UN ECE Regulation No.93 (UN ECE R93)* because it is designed and constructed so that it meets all of the requirements of *Section 10 “Requirements for a vehicle with FUP” of Part III* of those regulations.

or

- Complies with ADR 84 - Front Under-run Impact Protection.