



AUSTRALIAN CAPITAL TERRITORY
MOTOR VEHICLES (DIMENSIONS AND MASS) ACT 1990

62.5 TONNE B-DOUBLE EXEMPTION NOTICE

INSTRUMENT NO. 24 OF 1998

1 Under paragraph 31A(1)(b) of the *Motor Vehicles (Dimensions and Mass) Act 1990* (the Act), I exempt a B-Double that complies with and is operated in accordance with the conditions set out in the schedule attached to this exemption notice from the requirements of sections 9 and 24 of the Act

2 Under subsection 31A(2) of the Act, I exempt a person who holds a current driving licence authorising her or him to drive a B-Double from compliance with subsection 37(2) of the Act, insofar as that subsection relates to a B-Double to which this exemption notice, or a permit issued under subsection 27(1) of the Act that is in force, applies

3 In this exemption notice

“*dangerous goods*” means any substance or article prescribed as a dangerous good under the *Dangerous Goods Act 1984* or the *Road Transport Reform (Dangerous Goods) Act 1995* of the Commonwealth,

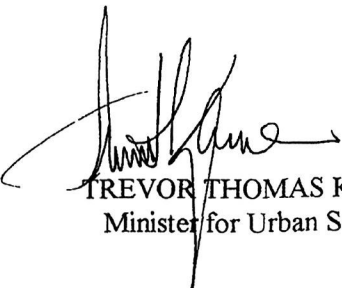
“*heavy vehicle*” means any motor vehicle or combination having a GVM or GCM of 4.5 tonnes or more, and

“*standards for registration*” mean the standards specified by the Registrar, or the registration authority of a State or another Territory, for vehicle registrations

4 In this exemption notice a diagram that is called an essential diagram is part of the exemption notice. Any other diagram or any note is illustrative only

5 This exemption notice commences on 15 January 1998 and is to remain in force until 31 December 2001

Dated 15 January 1998


TREVOR THOMAS KAINE
Minister for Urban Services

SCHEDULE TO THE 62.5 TONNE B-DOUBLE EXEMPTION NOTICE

CONDITIONS APPLYING TO THE OPERATION OF B-DOUBLES WITH A GROSS MASS LIMIT NOT EXCEEDING 62.5 TONNES GROSS COMBINATION MASS IN THE AUSTRALIAN CAPITAL TERRITORY

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ATTACHMENT

ROUTES APPROVED FOR 62.5 TONNE B-DOUBLES IN THE AUSTRALIAN CAPITAL TERRITORY

SCHEDULE TO THE 62.5 TONNE B-DOUBLE EXEMPTION NOTICE

CONDITIONS APPLYING TO THE OPERATION OF B-DOUBLES WITH A GROSS MASS LIMIT NOT EXCEEDING 62.5 TONNES GROSS COMBINATION MASS IN THE AUSTRALIAN CAPITAL TERRITORY

PART 1 - OPERATING CONDITIONS AND RESTRICTIONS

1.1 General

- 1 1 1 A copy of this exemption notice must be carried in the driving compartment whenever the vehicle is operating as part of a B-Double and must be produced when requested by a police officer or by an inspector appointed under the Act
- 1 1 2 All requirements and conditions of this exemption notice are to be observed when a vehicle is operating as part of a B-Double
- 1 1 3 The rearmost vehicle of a B-Double must clearly display a warning sign at its rear in accordance with the requirements of Part 3 of this exemption notice
- 1 1 4 Except as provided by this exemption notice, a vehicle operating as part of a B-Double must comply with the statutory requirements of the Act
- 1 1 5 The prime mover and semi-trailers of a B-Double must be constructed to comply with the appropriate standards for registration, or the Australian Design Rules, unless otherwise stated
- 1 1 6 All vehicles used in a B-Double must be registered in a State or Territory of the Commonwealth or under the Federal Interstate Registration Scheme
- 1 1 7 The driver of a B-Double must hold, and be able to produce if requested, a driving licence authorising her or him to drive a B-Double
- 1 1 8 The load limits set by this exemption notice must not be exceeded
- 1 1 9 Despite clause 4 3, a person must not drive a B-Double in excess of any speed limit set by law
- 1 1 10 A B-double must travel at least 200 metres behind a heavy vehicle, or a trailer or caravan attached to a vehicle, except when
 - (a) it is overtaking or being overtaken by another vehicle,
 - (b) the vehicle ahead is stopping or stationary,

- (c) there is a separate lane for overtaking, or
 - (d) it is travelling in an urban area, or where the speed limit is set at 60 km/h or less, where it is impractical to maintain a distance of 200 metres
- 1 1 11 A B-Double entering or exiting any site must do so in a forward direction only and must not reverse on, into or out of any public street or public place except at the direction of a police officer or an inspector
- 1 1 12 A B-Double must not be loaded or unloaded on a public street

PART 2 - MASS AND DIMENSION LIMITS

2.1 Maximum limits for axles and axle groups

- 2 1 1 The maximum axle mass limits for a B-Double must be the lowest of
- (a) single steering axle - 6 0 tonnes gross
 - single axle consisting of 4 tyres - 9 0 tonnes gross
 - tandem axle consisting of 8 tyres - 16 5 tonnes gross
 - tri-axle group consisting of 12 tyres - 20 0 tonnes gross
 - tri-axle group consisting of 6 tyres with section widths of at least 375 millimetres, - 20 0 tonnes gross
 - (b) the manufacturer's mass ratings, or
 - (c) the sum of the mass limits for the tyres fitted to the axles and axle groups

2.2 Maximum gross mass limits

- 2 2 1 The maximum gross mass limit for a B-Double must be the lowest of
- (a) the sum of the axle and axle group mass limits in clause 2 1 1 (a),
 - (b) the sum of the manufacturers' mass limits (GVM) for the prime mover and the semi-trailer,
 - (c) the gross combination mass limit (GCM) specified by the prime mover manufacturer, or
 - (d) 62 5 tonnes
- 2 2 2 In spite of clause 2 2 1, the maximum gross mass limit for a B-Double to which clause 2 3 4 (c) applies must not exceed 90 per cent of the lowest of the mass limits determined in accordance with clauses 2 2 1 (a), (b), (c) or (d)

2.3 Maximum dimension limits

- 2 3 1 Prime movers and semi-trailers must comply with Third Edition Australian Design Rule 43
- 2 3 2 A B-Double must not be more than 25 0 metres long
- 2 3 3 A B-Double must not be more than 4 3 metres high
- 2 3 4 In spite of clause 2 3 3
- (a) the height of a trailer built to carry cattle, sheep, pigs or horses, and its load, must not exceed 4 6 metres,
 - (b) the height of a trailer carrying vehicles on more than one deck, and its load, must not exceed 4 6 metres, and
 - (c) the height of a semi-trailer, other than a semi-trailer to which clause 2 3 4 (a) or 2 3 4 (b) applies, must not exceed 4 6 metres if
 - (i) at least 50 per cent of the semi-trailer's deck length has a maximum deck height of 1 2 metres or less,
 - (ii) all semi-trailers forming part of the B-Double are fitted with air suspension, and
 - (iii) the operator and driver of the B-Double has in place a vehicle mass management process or compliance system that ensures that the driver is aware of, and can provide evidence of, the vehicle's gross mass

Note: Demonstration of compliance with a vehicle mass management process or compliance system may include producing a weighbridge docket or, alternatively, a manifest showing the tare mass of the vehicle and the mass of the load being carried

- 2 3 5 A B-Double to which clause 2 3 4 applies shall be used only on B-Double routes approved for 4 6 metre high vehicles

2.4 Mass limits relating to axle spacing

- 2 4 1 For any B-Double, the mass limits in Table 1 must not be exceeded in relation to the distances set out in that Table that apply to the B-Double or any vehicle forming part of it
- 2 4 2 For any B-Double, the mass limits in section (C) of Table 1 apply to the sum of the masses of each axle group or single axle in the distance referred to in that Table, including the axles between which the distance is measured

2.5 Spacing rules

2 5 1 A B-Double with two tri-axle groups must conform to the formulae

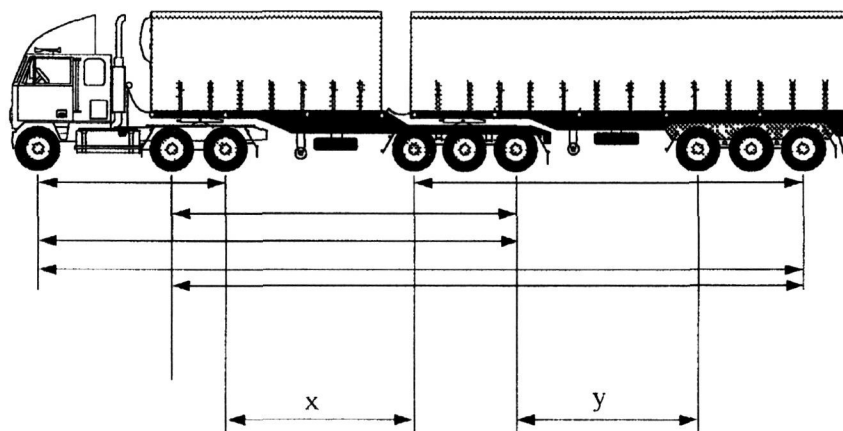
$$x - y \leq 1 \text{ and } y - x \leq 1.3$$

where

x is the distance in metres between the centres of the closest axles of the second and third axle groups, and

y is the distance in metres between the centres of the closest axles of the third and fourth axle groups,

treating the steer axles as the first axle group and assigning to the next rearmost axle group the description 'second axle group', and to each successive axle group a higher ordinal number



2 5 2 For B-Doubles other than those referred to in clause 2 5 1, the distance between the centres of tandem axle groups must not be less than 6 metres and the distance between the centres of the tandem and tri-axle groups must not be less than 7 metres

2 5 3 The distance between the axles closest to each other in any adjacent multi-axle groups in a B-Double must not differ from the distance between the axles closest to each other in any other adjacent multi-axle groups by more than one metre

2 5 4 The total mass of a vehicle or combination, and any load, must not exceed 15 tonnes if the distance between any two axles that are not part of the same axle group is less than 2 5 metres

2.6 Measurement of distances for Table 1

2.6.1 Each distance in Table 1 refers to

- (a) the distance from the centre of any single axle to the centre of any other single axle,
- (b) the distance from the centre of any single axle to the centre of the furthest axle in any axle group, or
- (c) the greatest distance between the centres of axles in any two axle groups

Table 1 - Mass limits relating to axle spacings - B-Doubles

(A)

<ul style="list-style-type: none"> • For any B-Double, the loaded mass of which can lawfully exceed 42.5 tonnes where the distance between the extreme axles is less than 21 metres, the mass limit must not exceed that calculated in accordance with the formula opposite 	<p style="text-align: center;">$M = 1.5L + 29.5$</p> <p>where</p> <ul style="list-style-type: none"> • M is the mass limit in tonnes, and • L is the distance in metres
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(B)

<ul style="list-style-type: none"> • For any B-Double, the loaded mass of which can lawfully exceed 42.5 tonnes where the distance between the extreme axles is not less than 21 metres, the mass limit must not exceed that specified opposite 	<p style="text-align: center;">62.5 tonnes</p>
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(C)

<ul style="list-style-type: none"> • For all B-Doubles, the axle loads of the axles in any two or more adjacent axle groups (or of any single axle and the axles in one or more adjacent axle groups) must not exceed that calculated in accordance with the formulae opposite 	<p style="text-align: center;">a) $M = 3L + 12.5$</p> <p>where</p> <ul style="list-style-type: none"> • M is the mass limit in tonnes, and • L is a distance less than or equal to 11.33 metres <p style="text-align: center;">b) $M = 1.5L + 29.5$</p> <p>where</p> <ul style="list-style-type: none"> • M is the mass limit in tonnes, and • L is a distance greater than 11.33 metres
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PART 3 - WARNING SIGNS

3.1 B-Double warning signs

- 3 1 1 A B-Double that is more than 22 metres long must have fitted horizontally to the rearmost part of it a B-Double warning sign in accordance with the requirements of this Part
- 3 1 2 The sign must show the words "LONG VEHICLE" in black upper case letters at least 180 millimetres high in typeface Series B (N), complying with *Australian Standard AS1744, Forms of Letters and Numerals for Road Signs*
- 3 1 3 If the sign is in two pieces, the word "LONG" must appear on one piece and the word "VEHICLE" on the other
- 3 1 4 A B-Double warning sign, or piece of a B-Double warning sign, must not be displayed on
- (a) a vehicle that does not form part of a B-Double, or
 - (b) a B-Double that is not more than 22 metres long

3.2 Warning signs not to be used in other cases

- 3 2 1 A "LONG VEHICLE" warning sign must not be used on a vehicle or combination except in accordance with this Part

3.3 Specifications for warning signs

- 3 3 1 A warning sign must be
- (a) durable, and
 - (b) manufactured in one or 2 pieces from sheet steel 0.8 millimetres thick or an alternative material of at least equivalent stiffness, unless it is designed to be fixed to the vehicle body using an adhesive
- 3 3 2 A warning sign must be at least 1.02 metres long by 250 millimetres high
- 3 3 3 A warning sign must be coated with yellow retro-reflective material (Class 1 or Class 2) which meets *Australian Standard AS1906 Retro-reflective Materials and Devices for Road Traffic Control Purposes*
- 3 3 4 A warning sign must have a black border

- 3 3 5 A warning sign must show the sign manufacturer's name or logo, and the brand and class of retro-reflective material used, in block letters not more than 10 millimetres high
- 3 3 6 A warning sign must be mounted so that no part of it is
- (a) more than 1 8 metres above the ground, or
 - (b) less than 500 millimetres above the ground

PART 4 - B-DOUBLE STANDARDS AND SPECIFICATIONS

4.1 Compliance with standards

- 4 1 1 A B-Double must comply with each applicable Design Rule (ADR)
- 4 1 2 A vehicle must comply with each standard specified in this exemption notice, unless the exemption notice is inconsistent with an ADR that applies to it

4.2 Power of B-Double prime mover

- 4 2 1 The minimum power required of a hauling unit must be 300 kilowatts
- 4 2 2 An exception to the above requirement may be given if it can be demonstrated to the Registrar that the vehicle is capable of starting movement on a 12% gradient, and is capable of maintaining a constant speed of 70 km/h on a 1% gradient when operating at the nominated Gross Combination Mass
- 4 2 3 If the manufacturer of a motor vehicle forming part of a B-Double has not determined the GCM of the vehicle, the total mass of the combination and any load must not exceed the number of kilograms worked out using the following formula

$$\text{Mass in kilograms} = \frac{K \times M \times R \times T}{16}$$

where

K means

- (a) **0.055** if a single drive axle is fitted to the motor vehicle,
- (b) **0.053** if a single drive tandem axle is fitted to the motor vehicle, or
- (c) **0.051** if a dual drive tandem axle group is fitted to the motor vehicle,

M means the number of tyre revolutions per kilometre as specified by the tyre manufacturer for the tyres fitted to the driving axle or axles,

R means the overall gear reduction between engine and wheels, and

T means the maximum engine net torque in Newton-metres

4.3 Speed limiting

- 4 3 1 A B-Double must comply with the speed limiting requirements of Third Edition Australian Design Rule 65
- 4 3 2 A B-Double must be speed limited so that it has a maximum road speed capability of 100 km/h

4.4 Vehicle monitoring devices

- 4.4.1 A vehicle monitoring device (eg tachograph, electronic trip recorder or similar device) meeting Roads and Traffic Authority of New South Wales Engineering Specification 531 shall be fitted to the prime mover and shall be used whenever the vehicle is in B-Double configuration. Records must be retained for at least six months and be made available on request to an inspector at all times

Note: Refer to the *Traffic Act 1909* (NSW) and the *Motor Traffic Regulations 1935* (NSW) for information relating to the requirement to fit or use a vehicle monitoring device on prime movers when the vehicle is not in B-Double configuration

4.5 Tracking

- 4 5 1 When travelling in a straight line on a level, smooth surface, all units in a B-Double must track in the path of the prime mover without shifting or swerving more than 100 mm either side of the path of the prime mover

4.6 Turning capability

- 4 6 1 A B-Double must be able to turn both left and right within a circle not exceeding 25 metres diameter when measured at the outer edge of the tyre track at ground level

4.7 Spray suppression devices

- 4 7 1 Spray suppression devices must be fitted to all axle groups and single axles of a B-Double combination
- 4 7 2 The spray suppression devices must comply with the requirements of British Standard AU 200-1984, Parts 1 and 2

4.8 Braking requirements for a B-Double

4 8 1 Braking Requirements - General

- 4 8 1 1 The braking requirements in this Part apply in addition to the braking system requirements that apply to all heavy vehicles
- 4 8 1 2 These requirements do not apply to a B-Double that has a length of 19 metres or less, or to a vehicle used in a B-Double of that length

4 8 2 Braking system design for a prime mover

- 4 8 2 1 A prime mover used in a B-Double must meet the requirements of either Second Edition ADR 35A or Third Edition ADR 35
- 4 8 2 2 A prime mover used in a B-Double must also have an anti-lock brake system that complies with ADR 64, if the prime mover
- (a) was manufactured on or after 1 January 1990,
 - (b) was first used in a B-Double on or after 1 January 1994, or
 - (c) is used in a B-Double combination that includes a road tank vehicle that carries dangerous goods

4 8 3 Braking system design for a trailer

- 4 8 3 1 A trailer that is used in a B-Double, and is not otherwise required to comply with an ADR relating to braking, must comply with the requirements specified in Second or Third Edition ADR 38 for the performance of
- (a) the service brake system,
 - (b) the emergency brake system, and
 - (c) the parking brake system
- 4 8 3 2 A semi-trailer, regardless of its date of manufacture, must have an anti-lock braking system that meets the requirements of ADR 38, if
- (a) it is being used in a B-Double that includes a road tank vehicle, whether or not the semi-trailer is itself a road tank vehicle, and
 - (b) the road tank vehicle carries dangerous goods

4 8 4 Air brakes - requirements for a prime mover

- 4 8 4 1 If a B-Double is fitted with brakes that operate using compressed air, the braking system of the prime mover must meet the requirements of this Part when
- (a) the pressure is measured in an 800 millilitre vessel connected by a 2 metre pipe with a bore of approximately 13 millimetres to the coupling head of the braking system, and
 - (b) the initial air pressure is not less than
 - (i) the arithmetic average of the maximum and minimum pressures in the operating pressure range specified by the manufacturer of the vehicle,
or
 - (ii) if there is no manufacturer's specification - 650 kilopascals
- 4 8 4 2 The pressure must reach at least 420 kilopascals within 400 milliseconds after the rapid and complete application of the foot-operated control of the braking system
- 4 8 4 3 After the brakes have been fully applied, the pressure must fall within half a second of the release of the foot-operated control to 35 kilopascals

4 8 5 Air brakes - least favoured chamber

- 4 8 5 1 The pressure in the least favoured chamber of the braking system of a B-Double whose brakes operate using compressed air must meet the requirements of this sub-clause when the initial air pressure is not less than
- (a) the arithmetic average of the maximum and minimum pressures in the operating pressure range specified by the manufacturer of the vehicle, or
 - (b) if there is no manufacturer's specification - 650 kilopascals
- 4 8 5 2 The pressure must reach at least 420 kilopascals within 1 0 second of the rapid and complete application of the foot-operated control
- 4 8 5 3 After the brakes have been fully applied, the pressure must fall to 35 kilopascals or the pressure at which the friction surfaces cease to contact each other within 1 0 second of the release of the foot-operated brake control on a B-Double

Note: The "least favoured chamber" means the brake chamber with the longest line to the treadle valve in the prime mover



4 8 6 Recovery of air pressure for brakes

4 8 6 1 The air pressure in each air brake reservoir in a B-Double must recover to at least 420 kilopascals within one minute after 3 full brake applications have been made within a 10 second period if, before the 3 brake applications have been made

- (a) the engine is running at maximum speed, and
- (b) the governor cut-in pressure is no higher than
 - (i) the pressure recommended by the manufacturer, or
 - (ii) if there is no recommendation by the manufacturer - 550 kilopascals, and
- (c) the initial air pressure in the storage tanks of the vehicles is not less than
 - (i) the arithmetic average of the maximum and minimum pressures in the operating pressure specified by the manufacturer of the vehicle, or
 - (ii) if there is no manufacturer's specification - 650 kilopascals

4 8 7 Air supply for brakes

4 8 7 1 A B-Double that uses compressed air to operate accessories must have

- (a) sufficient air compressor capacity and air receiver volume to ensure that the operation of the accessories does not adversely affect brake performance, and
- (b) a compressed air system built to ensure that the brake system is preferentially charged

4 8 8 Brake line couplings

4 8 8 1 Brake line couplings on the same part of a vehicle in a B-Double must not be interchangeable

4 8 8 2 The couplings must be polarised in accordance with *Australian Standard AS D8-1971, Hose couplings for use with vacuum and air-pressure braking system on prime movers, trailers and semi-trailers* if the hoses used with the brake couplings are used for the same purpose as the hoses described in the Australian Standard

4 8 9 Simultaneous parking brake application

4 8 9 1 If the parking brake of a motor vehicle in a B-Double is applied, the parking brakes of any attached trailer must also be applied automatically

4 8 10 Capacity of air reservoirs

4 8 10 1 The capacity of the air storage tanks of a motor vehicle used in a B-Double must be at least 12 times the volume of all the brake activation chambers on the vehicle



4 8 10 2 The capacity of the air storage tanks of a trailer used in a B-Double must be at least 8 times the volume of all the brake activation chambers on the trailer

4.9 Coupling requirements for B-Doubles

4 9 1 Coupling requirements - general

4 9 1 1 The coupling requirements for B-Doubles listed in this section apply in addition to coupling requirements that apply to all heavy vehicles

4 9 1 2 These requirements do not apply to a vehicle, coupling or part of a coupling that is used in a B-Double that has a length of 19 metres or less

4 9 2 Fifth wheel couplings

4 9 2 1 A fifth wheel coupling used to connect a towing vehicle to a semi-trailer used in a B-Double must not be built with a pivot that allows a semi-trailer to roll relative to the towing vehicle

4 9 2 2 The above does not apply to a fifth wheel coupling if

- (a) the semi-trailer design requires torsional stresses to be minimised,
- (b) the roll axis of the fifth wheel coupling is above the surface of the coupler plate, and
- (c) the degree of rotation allowed around the roll axis of the fifth wheel coupling is restricted to prevent roll instability

4 9 2 3 A turntable used in a vehicle that forms part of a B-Double must be marked with

- (a) the name or trademark of the manufacturer, and
- (b) the D-value rating,
of the turntable

4 9 3 Selection of fifth wheel couplings

4 9 3 1 A fifth wheel coupling used in a B-Double must have a D-value of at least 107 kilonewtons (11 0 tonnes) that accords with *Australian Standard AS 1773-1990, Articulated Vehicles - Fifth wheel assemblies*

4 9 3 2 A fifth wheel coupling used in a B-Double that is built for a 50 millimetre or 90 millimetre kingpin must

- (a) meet the dimensional requirements in *Australian Standard AS 1773-1990, Articulated Vehicles - Fifth wheel assemblies*, and
- (b) not be worn more than is recommended by that Australian Standard

- 4 9 3 3 A fifth wheel coupling used in a B-Double that is built for a 75 millimetre kingpin must
- (a) be compatible with the kingpin described in clause 4 9 7 3, and
 - (b) not be worn more than is specified in clauses 4 9 4 1(a) and (b)

4 9 4 **Determining the D-value of a fifth wheel coupling**

- 4 9 4 1 When testing a fifth wheel coupling built for a 75 millimetre kingpin used in a B-Double to determine whether its D-value meets the requirements of clause 4 9 3
- (a) the closed jaw diameter must not wear more than 2 6 millimetres, and
 - (b) the jaw thickness must not wear more than 3 millimetres

4 9 5 **Mounting of fifth wheel couplings on a B-Double**

- 4 9 5 1 A fifth wheel coupling must be mounted on a prime mover or a semi-trailer used in a B-Double in accordance with the requirements of *Australian Standard AS 1771-1987, Installation of fifth wheel and turntable assemblies*

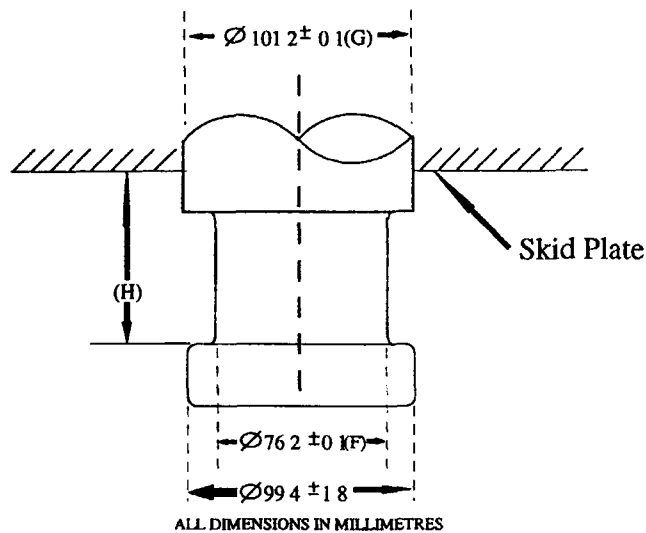
4 9 6 **Branding of fifth wheel couplings**

- 4 9 6 1 A fifth wheel coupling on a vehicle manufactured on or after 1 July 1991 forming part of a B-Double must be clearly and permanently marked in accordance with *Australian Standard AS 1773-1990, Articulated Vehicles - Fifth wheel assemblies*, with
- (a) the name or trademark of its manufacturer,
 - (b) its D-value rating, and
 - (c) its nominal size

4 9 7 **Selection of kingpins for a B-Double**

- 4 9 7 1 A kingpin used in a B-Double must
- (a) be a 50 millimetre, 75 millimetre or 90 millimetre kingpin, and
 - (b) have a D-value of at least 162 kilonewtons (16 5 tonnes) that accords with *Australian Standard AS 2175-1990, Articulated Vehicles - Kingpins*
- 4 9 7 2 A 50 millimetre or 90 millimetre kingpin used in a B-Double must
- (a) be built to meet the dimensional requirements in *Australian Standard AS 2175-1990 Articulated Vehicles - Kingpins*, and
 - (b) not be worn more than is recommended by that Australian Standard

- 4.9.7.3 A 75 millimetre kingpin used in a B-Double must:
- (a) be built to meet the dimensions specified in the essential diagram below; and
 - (b) not be worn away more than is specified in clauses 4.9.8.1 (a), (b) or (c).



4.9.8 Testing of kingpins

- 4.9.8.1 When testing a 75 millimetre kingpin described in the essential diagram above to determine whether its D-value meets those requirements.
- (a) diameter F must not be worn more than 3 millimetres;
 - (b) diameter G must not be worn more than 2 millimetres; and
 - (c) height H must not be worn more than 2.3 millimetres.

4.9.9 Attachment of kingpins

- 4.9.9.1 A kingpin on a trailer used in a B-Double must be attached in accordance with
- (a) the manufacturer's recommendations and instructions; or
 - (b) the guidelines detailed in *Australian Standard AS 2175-1990, Articulated vehicles - Kingpins*.



ACT
Parliamentary Counsel

4 9 10 **Branding of kingpins**

4 9 10 1 A kingpin used in a trailer manufactured on or after 1 July 1991 that forms part of a B-Double must be clearly and permanently marked on the lower circular face of the kingpin in accordance with *Australian Standard AS 2175-1990, Articulated Vehicles - Kingpins* with

- (a) the name or trademark of its manufacturer,
- (b) its D-value, and
- (c) its nominal size

PART 5 - APPROVED ROUTES AND TRAVEL CONDITIONS

5.1 Approved routes and travel conditions

5 1 1 A B-Double may operate on the approved routes listed in the Attachment

5 1 2 The travel restrictions and conditions which apply to an approved route must be observed

5 1 3 Deviation from approved B-Double routes is not permitted except in emergencies. Emergency route deviations may be made only at the direction of an inspector or a police officer

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| <p>Note</p> <ol style="list-style-type: none">1. Routes currently approved are listed in the Attachment. Additional routes may be approved in the future. Operators may obtain details of these from the Dimensions and Mass Unit of the Department of Urban Services2. It is the responsibility of operators seeking approval of new routes to initiate contact with the Dimensions and Mass Unit3. Operators must apply to the Dimensions and Mass Unit for a permit to travel on any route other than an approved route4. Approval of a road for use by B-Doubles does not necessarily mean that unrestricted access to any adjacent site is permitted. The Dimensions and Mass Unit can provide advice on site access but it remains the responsibility of the operator and the driver to ensure that the site is accessible without a breach of these conditions or any other applicable law before attempting to do so5. This notice only permits operation on approved routes in the ACT. It does not authorise operation across the NSW border. Operators wishing to do so must comply with either the NSW <i>General B-Doubles Notice 1996</i> or a specific B-Double Permit issued by the Roads and Traffic Authority of NSW |
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ROUTES APPROVED FOR THE OPERATION OF B-DOUBLES IN THE AUSTRALIAN CAPITAL TERRITORY

Unless otherwise indicated, all routes listed in this attachment are approved for use by 4.6 metre high B-Doubles

NATIONAL HIGHWAYS & MAIN ROADS INTO ACT	FROM	TO	RESTRICTIONS/CONDITIONS (if applicable)
Barton Highway	Entire length (NSW border)	(Northbourne Ave)	
Canberra Avenue	NSW border	Hume Place	
Federal Highway	Entire length (NSW border)	(Northbourne Ave)	
Kings Highway	Entire length (NSW border)	(NSW border)	
Monaro Highway	Entire length (NSW border)	(Morshead Dr)	
Sutton Road	Entire length (NSW border)	(Yass Rd)	
Yass Road	Entire length (NSW border)	(Pialligo Ave)	Only one heavy vehicle allowed on bridge over Molonglo River at any time

ROAD or AREA	FROM	TO	RESTRICTIONS/CONDITIONS (if applicable)
Albany Street	Entire length (Collie St)	(Gladstone St)	
Anketell Street	Entire length (Athllon Dr)	(Athllon Dr)	Refer to Restricted Access Route 3 for additional restrictions
Anthony Rolfe Street	Entire length (Gundaroo Dr)	(end)	
Antill Street	Northbourne Avenue	Badham Street	Westbound one-way traffic only between Badham St and Challis St - refer to Restricted Access Route 2
Arnott Place	Entire length (Sheppard St)	(end)	
Arnott Street	Entire length (Sheppard St)	(NSW border)	
Ashley Drive	Sternberg Crescent	Isabella Drive	Operation not permitted between Erindale Dr and Sternberg Cr from 7 30 am to 9 30 am and 4 30 pm to 7 00 pm, Monday to Friday Refer to Restricted Access Route 6 for additional restrictions
Athllon Drive	Entire length (Hindmarsh Dr)	(Isabella Dr)	
Badham Street	Cape Street	Antill Street	Northbound one-way traffic only Refer to Restricted Access Route 2 for additional restrictions
Baillieu Court	Entire length (Lysaght St)	(Lysaght St)	
Balcombe Street	Entire length (Sidney Nolan St)	(end)	
Ballumbir Street	Entire length (Cooyong St)	(Coranderrk St)	
Barnier Street	Entire length (Ipswich St)	(Newcastle St)	No turn into Pirie St
Belconnen Way	Kingsford-Smith Drive	Haydon Drive	

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 Initials

ROUTES APPROVED FOR B-DOUBLES IN THE AUSTRALIAN CAPITAL TERRITORY

ROAD/AREA	FROM	TO	RESTRICTIONS/CONDITIONS (if applicable)
Benjamin Way	Joynton Smith Drive	Belconnen Way	
Bindubi Street	Entire length (Belconnen Way)	(William Hovell Dr)	
Bowman Street	Entire length (Redfern St)	(Redfern St)	
Box Hill Avenue	Balcombe Street	Tharwa Drive	
Bnerly Street	Entire length (Hindmarsh Dr)	(Liardet St)	
Brndabella Road	Cotter Road	Mt Franklin Road (Picadilly Circus)	Forestry traffic only No loaded B-Doubles between Uriarra Road and Cotter Road except with permit
Brookes Street	Entire length (Lysaght St)	(Sandford St)	
Callan Street	Entire length (Vicars St)	(end)	
Canberra Avenue	Hume Place	State Circle	
Cape Street	Challis Street	Badham Street	Eastbound one-way traffic only - refer to Restricted Access Route 2
Captain Cook Crescent	Franklin Street	Canberra Avenue	Northbound one-way traffic only - Refer to Restricted Access Route 1
Challis Street	Antill Street	Cape Street	Southbound one-way traffic only - refer to Restricted Access Route 2
Chan Street	Entire length (Lathlain St)	(Benjamin Way)	
Cohen Street	Entire length (Lathlain St)	(Nettlefold St)	Refer to Restricted Access Route 4 for additional restrictions
College Street	Lathlain Street	Benjamin Way	
Collie Street	Entire length (Newcastle St)	(Wollongong St)	No right turn into Wollongong St
Cooyong Street	Entire length (Northbourne Ave)	(Ballumbir St)	Refer to Restricted Access Route 5 for additional restrictions
Coranderrk Street	Ballumbir Street	Parkes Way	
Cotter Road	Uriarra Road	Brndabella Road	Forestry traffic only No loaded B-Doubles between Eucumbene Drive and Brndabella Road except with permit
Coulter Drive	Ginninderra Drive	Belconnen Way	
Cowlshaw Street	Athillon Drive	Scollay Street	
Cunningham Street	The Causeway	Wentworth Avenue	
Dacre Street	Hoskins Street	Tooth Street (second intersection)	
Dairy Road	Entire length (Newcastle St)	(Morshead Dr)	
Dalby Street	Entire length (Mildura St)	(Canberra Ave)	
Darling Street	Entire length (Lysaght St)	(Sandford St)	
Drake-Brockman Drive	Entire length (William Hovell Dr)	(Stockdill Dr)	

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ROUTES APPROVED FOR B-DOUBLES IN THE AUSTRALIAN CAPITAL TERRITORY

ROAD	FROM	TO	RESTRICTIONS/CONDITIONS (if applicable)
Johnson Drive	Were Street	Drakeford Drive	Westbound one-way traffic only
Josephson Street	Entire length (Luxton St)	(Nettlefold St)	
Joynton Smith Drive	Entire length (Coulter Dr)	(Benjamin Way)	
Kembla Street	Entire length (Gladstone St)	(Wollongong St)	
Kingsford-Smith Drive	Southern Cross Drive	William Hovell Drive	
Lanyon Drive	Monaro Highway	Sheppard Street	
Lathlain Street	Luxton Street	Nettlefold Street	
Leeton Street	Entire length (Mildura St)	(Canberra Ave)	
Liardet Street	Macnally Street	Bnerly Street (first intersection)	
Lithgow Street	Entire length (Canberra Ave)	(end)	
Long Gully Road	Entire length (Yamba Dr)	(Mugga Ln)	
Lonsdale Street	Entire length (Cooyong St)	(Girrahween St)	Operation not permitted from 7 30 am to 9 30 am and 4 30 pm to 7 00 pm, Monday to Friday
Luxton Street	Coulter Drive	Lathlain Street	
Lyell Street	Entire length (Barrier St)	(Newcastle St)	
Lysaght Street	Entire length (Hoskins St)	(Flemington Rd)	
Macnally Street	Entire length (Namatjira Dr)	(Liardet St)	
Macnaughton Street	Entire Length (Drake-Brockman Dr)	(Starke St)	
Majura Road	Entire length (Federal Hwy)	(Fairbairn Ave)	
Manuka Circle	Canberra Avenue	Canberra Avenue	
Maryborough Street	Entire length (Gladstone St)	(Wollongong St)	
Mawson Drive	Entire Length (Yamba Dr)	(Athlton Dr)	Temporary access until 30 November 1999 only Operation not permitted from 10 00 pm to 7 00 am
Melrose Drive	Hindmarsh Drive	Athlton Drive	
Mildura Street	Entire length (Canberra Ave)	(Wentworth Ave)	
Morshead Drive	Entire length (Kings Ave roundabout)	(Fairbairn Ave)	
Mort Street	Entire length (Cooyong St)	(Girrahween St)	Operation not permitted from 7 30 am to 9 30 am and 4 30 pm to 7 00 pm, Monday to Friday
Mouat Street	Entire length (Ginninderra Dr)	(Northbourne Ave)	
Mugga Lane	Entire length (Hindmarsh Dr)	(Monaro Hwy)	
Mundaring Drive	Entire length (Wentworth Ave)	(The Causeway)	
Namatjira Drive	Streeton Drive	Macnally Street	
Nettlefold Street	Entire length (Coulter Dr)	(Lathlain St)	
Newcastle Street	Entire length (Monaro Hwy)	(Canberra Ave)	No right turn into Pirie St

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ROUTES APPROVED FOR B-DOUBLES IN THE AUSTRALIAN CAPITAL TERRITORY

The Causeway	Entire length (Mundaring Dr)	(Cunningham St)	
Tidbinbilla Road	Point Hut Road	Paddys River Rd	Forestry traffic only
Tooth Street	Entire length (Dacre St)	(Dacre St)	
Townsville Street	Entire length (Albany St)	(Gladstone St)	
Tralee Street	Entire length (Monaro Hwy)	(end)	
Tuggeranong Parkway	Drakeford Drive	Hindmarsh Drive (entry/exit ramps)	
Unnamed street (Holt)	Entire length (Starke St)	(Hardwick Cr)	
Unarra Road	Entire length (Cotter Rd)	(Brindabella Rd)	Forestry traffic only
Vernon Circle	Entire length (Northbourne Ave)	(Northbourne Ave)	
Vicars Street	Entire length (Hoskins St)	(Lysaght St)	
Victoria Street	Gladstone Street, Hall	Barton Highway	Southbound one-way traffic only Refer to Restricted Access Route 9 for additional restrictions
Wallaroo Road	Barton Highway	Gladstone Street, Hall	Eastbound one-way traffic only Refer to Restricted Access Route 9 for additional restrictions
Wells Station Drive	Entire length (Gunghalin Cr)	(Hoskins St)	
Wentworth Avenue	Entire length (Hume Pl)	(Mundaring Dr)	
Webber Crescent	Entire length (Were St)	(Were St)	Refer to Restricted Access Route 7 for additional restrictions
Were Street	Entire length (Tharwa Dr)	(Johnson Dr)	No right turn into Johnson Dr Operation of B-Doubles carrying dangerous goods not permitted from 8 00 am to 4 00 pm, Monday to Friday during school terms Operation of other B-Doubles not permitted from 8 00 am to 9 00 am and 2 45 pm to 4 00 pm, Monday to Friday during school terms
Whyalla Street	Entire length (Canberra Ave)	(Newcastle St)	
William Hovell Drive	Kingsford-Smith Drive	Bindubi Street	
William Slim Drive	Entire length (Barton Hwy)	(Ginninderra Dr)	
Wiluna Street	Entire length (Ipswich St)	(Lithgow St)	
Winchcombe Court	Entire length (Sandford St)	(Sandford St)	
Wollongong Street	Entire length (Gladstone St)	(Newcastle St)	No right turn into Collie Street
Woodcock Drive	Point Hut Road	Drakeford Dr	
Yallourn Street	Entire length (Canberra Ave)	(end)	
Yamba Drive	Hindmarsh Drive	Erindale Drive	

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ROUTES APPROVED FOR B-DOUBLES IN THE AUSTRALIAN CAPITAL TERRITORY

Additional Restricted Access Routes - Access to Specified Sites

1. For access to Shell Service Station, Manuka (Franklin Street)- 23 metre B-Doubles only:

Left turn from **Canberra Avenue** into **Flinders Way**, left turn into **Franklin Street**, left turn into **Shell Service Station**, left turn into **Canberra Avenue**, left turn into **Flinders Way**, left turn into **Franklin Street**, left turn into **Captain Cook Crescent**, right turn into **Canberra Avenue**

Operation on this route is not permitted at the following times

Monday to Thursday 7 00 am - 9 00 am and 4 00 pm - 6 30 pm, Friday 7 00 am - 9 00 am and 4 00 pm - 10 00 pm

2. For access to Shell Service Station, Dickson (Badham Street) - 23 metre B-Doubles only:

Left or right turn from **Northbourne Avenue** into **Antill Street**, right turn into **Challis Street**, left turn into **Cape Street**, left turn into **Badham Street**, left turn into **Shell Service Station**, left turn into **service road**, left turn into **Antill Street**, left or right turn into **Northbourne Avenue**

Operation on this route is not permitted at the following times

Monday to Thursday 7 00 am - 9 00 am and 4 00 pm - 6 30 pm, Friday 7 00 am - 9 00 am and 4 00 pm - 10 00 pm

3. For access to Shell Service Station, Tuggeranong Town Centre (Anketell Street) - 23 metre B-Doubles only:

Left turn from **Anketell Street** into **Shell Service Station**, left turn into **Soward Way**

4. For access to Shell Service Station, Belconnen (Cohen Street) - 23 metre B-Doubles only:

Left or right turn from **Lathlain Street** into **Cohen Street**, right turn into **Shell Service Station**, right turn into **Cohen Street**, left or right turn into **Nettlefold Street**

5. For access to Mobil Service Station, Braddon (Cooyong Street) - 23 metre and 25 metre B-Doubles:

Left turn from **Cooyong Street** into **Mobil Service Station**, left turn into **Lonsdale Street**, left turn into **Girrahween Street**, left or right turn into **Northbourne Avenue**

Operation on this route is not permitted at the following times

Monday to Friday 7 30 am - 9 30 am and 4 30 pm - 7 00 pm

ROUTES APPROVED FOR B-DOUBLES IN THE AUSTRALIAN CAPITAL TERRITORY

Additional Restricted Access Routes - Access to Specified Sites (continued)

6. For access to Mobil Service Station, Wanniasa (Ashley Drive) - 23 metre B-Doubles only:

Left turn from **Ashley Drive** into **Mobil Service Station**, left turn into **Ashley Drive**

Operation on this route is not permitted at the following times

Monday to Friday 7 30 am - 9 30 am and 4 30 pm - 7 00 pm

7. For access to Ampol Service Station, Calwell (Were Street) - 23 metre and 25 metre B-Doubles:

Right turn from **Were Street** into **Webber Crescent**, (either intersection), left or right turn into **car park**, left turn into **Ampol Service Station**, left turn into **Were Street**

Operation on this route is not permitted at the following times

Monday to Friday (during School terms) 8 00 am - 4 00 pm

8. For access to Ampol Service Station, Kambah (O'Halloran Circuit) - 23 metre and 25 metre B-Doubles:

Left or right turn from **Drakeford Drive** into **O'Halloran Circuit**, left turn into **Ampol Service Station**, right turn into **Jenke Circuit**, right turn into **O'Halloran Circuit**, left or right turn into **Drakeford Drive**

9. For access to Canberra Carways Pty Ltd depot, Hall (Gladstone Street) - 23 metre and 25 metre B-Doubles:

Left or right turn from **Barton Highway** into **Wallaroo Road**, straight ahead into **Gladstone Street**, left turn into **Canberra Carways Pty Ltd depot**, left turn into **Gladstone Street**, right turn into **Victoria Street**, left or right turn into **Barton Highway**