



Message from the CEO

Welcome to this fortnight's issue of *On the Road*.

The NHVR's work with road managers is continuing to deliver successful outcomes for operators. There are now more than 1600 pre-approved routes, which is a 45 per cent increase on last year.

Among the access benefits was pre-approval for prescriptive BAB and ABB quad combinations to use the currently approved Type 2 road train route on the Mitchell Highway between North Bourke and the Queensland border at Barrington.

Rockhampton's cattle industry now has access for Type 1 road trains to travel along four North Rockhampton routes. The upgraded routes will result in reduction of travel times and elimination of the need for freight operators to cross-load cattle.

The work continues with the NHVR recently hosting road managers from Queensland, Victoria and NSW to test the new NHVR Portal - Road Manager module in advance of its release in the next few months.

Keep an eye out for when the Portal goes live.

Regards

Sal Petrocchio

CEO, National Heavy Vehicle Regulator

National heavy vehicle mod standards launched

Updated checklists, compliance procedures, new codes for installation of roll over systems and falling object protection systems are among the key changes for *Vehicle Standards Bulletin 6: National Code of Practice for Heavy Vehicle Modifications (VSB6)* released today.

NHVR Manager (Vehicle Safety and Performance) Peter Austin said the NHVR-lead review of VSB6 was the largest undertaken since the bulletin was first released in 1992.

"The new VSB6 allows the NHVR to keep pace with the growth in technology and delivers a modern, national standard for heavy vehicle modifications in all states and territories, including Western Australia and the Northern Territory," Peter said.

"This is yet another measure we are taking to improve the roadworthiness of Australia's heavy vehicle fleet and boost safety for all road users.

"It's important that this is a user-friendly guide with each modification code now having a detailed check list, and a step-by-step, start-to-finish guide to assist the industry and manufacturers to get their modifications approved."

Peter said all heavy vehicle operators, manufacturers and industry should be aware of the changes when modifying a vehicle with changes applying from September 1, 2017.

VSB6 provides a single national technical standard that ensures modified heavy vehicles are safe and that they comply with relevant Australian Design Rules and in-service vehicle standards regulations.

It is also the standard used by examiners to approve modifications to heavy vehicles.



"As the heavy vehicle fleet grows and new technology is adopted, it's important that the NHVR and other heavy vehicle regulators are able to respond to the modifications being requested by industry," Peter said.

"The NHVR has also developed separate and tailored materials for each state and territory to help Approved Vehicle Examiners to understand what has changed in their jurisdiction.

"As chair of the VSB6 working group we will continue to review and expand the document to meet new heavy vehicle modification trends as they emerge."

The current review was conducted in partnership with state and territory transport authorities, vehicle and component manufacturers and national industry associations. The changes followed industry feedback conducted during February and March.

NHVR releases table of common heavy freight vehicle combinations

The NHVR has developed a table of common heavy freight vehicle configurations used throughout Australia.

NHVR Harmonisation Manager Matthew Bereni said the National Harmonisation Program team created this visual summary table mostly for educational purposes.

“Our intent was to create a user-friendly document which will be useful for industry, road managers and all road users. We expect this document to contribute to a better understanding of our industry and to help everyone understand and comply with the national heavy vehicle regulation,” Matt said.

ATA Senior Adviser, Engineering, Chris Loose is supportive of the newly released NHVR heavy vehicle table. Chris developed the second edition of the ATA/ITC Truck Impact Chart TAP which also compares different truck combinations.

“This is a valuable publication presenting common heavy vehicle combinations covered by HVNL. It will assist with greater understanding of higher productivity vehicles,” Chris said.

The NHVR groups are based on a vehicle’s ability to access the road network as well as its heavy vehicle classification under the Heavy Vehicle National Law. Similarly classified vehicles have broadly similar operational characteristics. Vehicles are categorised into six groups: general access rigid trucks, general access semitrailer combinations, Class 3 rigid truck and trailer combinations, class 2 B-double combinations, class 2 type 1 road trains and class 2 type 2 road trains. You can find the poster [here](#).



ACT’s Class 3 vehicle permits return to NHVR

The National Heavy Vehicle Regulator (NHVR) and Roads ACT within the ACT Government have returned heavy vehicle permit processing to the NHVR.

Roads ACT handed back the processing of Class 3 heavy vehicle permit applications for the Australian Capital Territory to the NHVR on 17 July 2017.

The NHVR will process all Class 3 heavy vehicle permit applications that were

previously processed by Roads ACT for travel in the Australian Capital Territory.

Operators will now need to lodge applications with the NHVR. Applications can be lodged using the NHVR Portal. To access the NHVR Portal, log on to - www.service.nhvr.gov.au

For more information on the change to permit processing, contact Annette Finch, Project Director annette.finch@nhvr.gov.au or phone 1300 696 487.

National Heavy Vehicle Regulator Common Heavy Freight Vehicle Configurations		Description	Maximum Length (metres)	Maximum Regulatory Mass (over CHL System)	Maximum Regulatory Mass (over CHL System)	Maximum Regulatory Mass (over CHL System)
COMMON RIGID TRUCKS - GENERAL ACCESS						
1		2 Axle Rigid Truck	≤ 12.5	15.0	CHL does not apply	-
2		3 Axle Rigid Truck	≤ 12.5	22.5	23.0	-
3		4 Axle Rigid Truck	≤ 12.5	30.0	27.0	-
4		4 Axle Tractor Rigid Truck	≤ 12.5	34.5	27.0	-
5		5 Axle Tractor Rigid Truck	≤ 12.5	30.0	31.0	-
COMMON SEMITRAILER COMBINATIONS - GENERAL ACCESS						
6		3 Axle Semitrailer	≤ 19.0	34.0	-	-
7		4 Axle Semitrailer	≤ 19.0	31.5	32.0	32.0
8		5 Axle Semitrailer	≤ 19.0	35.0	36.0	37.5
9		5 Axle Semitrailer	≤ 19.0	39.0	40.0	40.0
10		6 Axle Semitrailer	≤ 19.0	42.5	43.5	45.5
COMMON RIGID TRUCK AND TRAILER COMBINATIONS - CLASS 3						
11		2 Axle Truck and 2 Axle Dog Trailer	≤ 19.0	30.0	-	-
12		2 Axle Truck and 2 Axle Pig Trailer	≤ 19.0	30.0	CHL does not apply	-
13		3 Axle Truck and 2 Axle Dog Trailer	≤ 19.0	40.5	41.0	-
14		3 Axle Truck and 2 Axle Pig Trailer	≤ 19.0	37.5	CHL does not apply	-
15		3 Axle Truck and 3 Axle Dog Trailer	≤ 19.0	42.5	43.5	-
16		3 Axle Truck and 3 Axle Pig Trailer	≤ 19.0	40.5	CHL does not apply	-
17		3 Axle Truck and 4 Axle Dog Trailer	≤ 19.0	42.5	43.5	-
18		4 Axle Truck and 3 Axle Dog Trailer	≤ 19.0	42.5	43.5	-
19		4 Axle Truck and 4 Axle Dog Trailer	≤ 19.0	42.5	43.5	-
COMMON B-DUBLE COMBINATIONS - CLASS 2						
20		7 Axle B-double	≤ 19.0	55.5	57.0	57.0
21		8 Axle B-double	≤ 26.0	59.0	61.0	62.5
22		8 Axle B-double	≤ 26.0	59.0	61.0	62.5
23		9 Axle B-double	≤ 26.0	62.5	64.5	66.0
COMMON TYPE 1 ROAD TRAINS - CLASS 2						
24		9 Axle A-double	≤ 36.5	72.0	74.0	74.0
25		11 Axle A-double	≤ 36.5	79.0	81.0	85.0
26		12 Axle A-double	≤ 36.5	82.5	84.5	90.5
27		12 Axle Modular B-triple	≤ 35.0	82.5	84.5	90.5
28		12 Axle B-triple	≤ 36.5	82.5	84.5	90.5
29		14 Axle AB-triple	≤ 36.5	99.0	102.0	107.5
30		15 Axle AB-triple	≤ 36.5	102.5	104.5	113.0
31		11 Axle Rigid Truck and 2 Dog Trailers	≤ 36.5	88.5	90.5	91.0
COMMON TYPE 2 ROAD TRAINS - CLASS 2						
32		16 Axle A-triple	≤ 53.5	115.5	117.5	124.5
33		18 Axle A-triple	≤ 53.5	122.5	124.5	135.5
34		15 Axle AB-triple	≤ 53.5	102.5	104.5	113.0
35		13 Axle Rigid Truck and 2 Dog Trailers	≤ 53.5	119.0	121.0	130.0
36		17 Axle AAB-Quad	≤ 53.5	119.0	121.0	130.0
37		18 Axle AAB-Quad	≤ 53.5	122.5	124.5	135.5
38		17 Axle AAB-Quad	≤ 53.5	119.0	121.0	130.0
39		18 Axle AAB-Quad	≤ 53.5	122.5	124.5	135.5

NHVR's new Table of Common Heavy Vehicle Freight Configurations

9th Bulk Tanker Day to explore Science of Safety

According to NBTA research there is an average of one serious tanker incident a week across Australia.

During 2016, 14 people lost their lives as a result of these incidents.

Come and hear leading tanker operators address the issues and discuss solutions, including the role of technology, on Bulk Tanker Day at Sydney Motorsport Park, Eastern Creek, Sydney on 31 August 2017. The NHVR will be present at this event.

A practical emergency response exercise will also be conducted by Fire and Rescue NSW.

For more information go to www.nbta.com.au/bulktankerday/

Enjoying on the Road?
Subscribe to future fortnightly issues here