

Cotton Trailer Extensions – Information sheet

This document provides information on Multi State Class 3 Heavy Vehicle (Cotton Transportation) Dimension Exemption Notice 2017 (No 1).

Purpose of the Notice

The purpose of the notice is to exempt type 1 road train combinations engaged in transporting round cotton modules between cotton farms and cotton gins, from prescribed dimension requirements when travelling on an approved route.

A type 1 road train means a road train consisting of a prime mover hauling unit towing two trailers connected by a converter dolly when the combination length is no longer than 36.5 metres.

What loads are covered

This information sheet applies only to round cotton modules.

What are the exemptions?

This notice allows for dimension exemptions on the first and second trailer of a type 1 road train.

First Trailer

The first trailer cannot exceed the following dimensions:

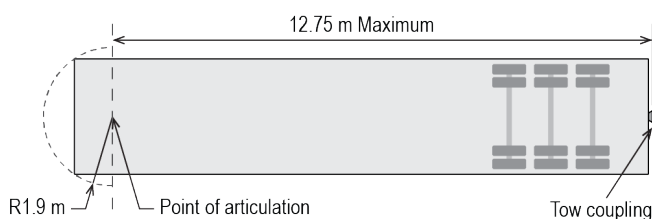


Figure 1.

The overall distance from the first point of articulation to the rear most point of the trailer (including the coupling if applicable) must not exceed 12.75m.



Figure 2.

Where the coupling is located forward of the rear of the vehicle, the distance between the point of articulation

and the rear of the vehicle may be up to 0.75m (see figure 2).

Second trailer

The second trailer can have an extension to carry an extra cotton bale. The extension is limited to the dimensions described in figure 3.

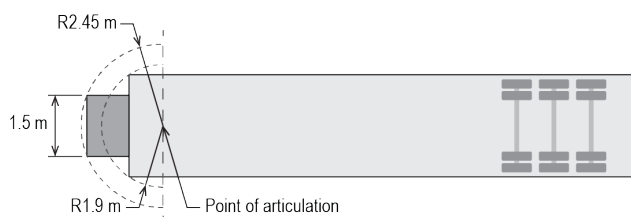


Figure 3.

- The trailers must not exceed 2.5m in width when loaded.
- Road trains must comply with the signage requirements stated in the Heavy Vehicle (Vehicle Standards) National Regulation and all other requirements in the National Class 2 Heavy Vehicle Road Train Authorisation (Notice).

Approved vehicle modifications

Where a trailer is modified to accommodate an additional round cotton module, i.e. fitting an extension to a trailer, assessment and approval from an Approved Vehicle Examiner (AVE) may be required.

Modifications made to the chassis, body or tow couplings require appropriate assessment and certification. This includes changes made to accommodate a removable extension.

When designing or constructing a trailer extension, the NHVR strongly recommends engaging the services of an appropriately qualified engineer, tradesperson or AVE to ensure that any work carried out is done in accordance with Vehicle Standards Bulletin 6 (VSB6): National Code of Practice for Heavy Vehicle Modifications.

Operation by State

Queensland

An eligible vehicle operating under this notice may only use the type 1 road train areas and routes shown on the Multi-combination Routes in Queensland maps found at: <http://www.tmr.qld.gov.au/business-industry/Heavy-vehicles/Multicomination-vehicles/Maps.aspx>

New South Wales

An eligible vehicle operating under this notice may only use the map and/or list of approved roads for Type 1 A-double road trains routes available at:

GML: <http://www.rms.nsw.gov.au/rav-gml-networks>

HML: <http://www.rms.nsw.gov.au/rav-hml-networks>

Other States and Territories

This policy is not applicable.

Frequently Asked Questions

Can I use these trailers in a semi-trailer configuration?

No, the dimension exemptions are only applicable when operating as a Type 1 road train configuration on an approved route.

Can I travel unladen with the trailer modification in the extended position?

Yes, but the extension must be restrained in a way that is compliant with the National Load Restraint Performance Standards¹.

In NSW, the extension must be minimised as far as practicable when travelling unladen.

What if I want to access roads not listed in the notice?

If you want to access roads not listed in the notice you must apply to the NHVR for a permit.

Can time restrictions and other conditions be placed on permits?

Yes, road managers can set travel conditions (times and direction of travel), and road conditions. They may also request vehicle conditions; however the National Heavy Vehicle Regulator (NHVR) needs to agree to them.

Will the NHVR secure third party approval for my permit application?

No. Operators will have to secure all other applicable approvals from electricity companies, rail authorities and other third parties as part of the application process, before your permit can be issued.

How do I apply for a permit?

To apply for new a permit:

Go to <https://www.service.nhvr.gov.au> and if not already registered, follow the prompts to set up an account.

1. Once registered, from the home screen, click on the 'Permit Applications' tile in the centre of the top row.
2. Click on the 'New Application' button (on the right) and enter a permit name or reference for your application.
3. Click on the green 'Select Configuration' button and then click on the heading 'Road Train (Inc. HML)'.
4. Select the image that represents 'A doubles' at the top of the list.
5. The radio button 'Class 2 - A doubles' will already be selected, click on 'Height – Up to 4.3m', then 'Length – Up to 36.5m (Type 1)'
6. In the 'Freight' section, click on the radio button for 'Commodity' then type in the 'Description of load – Cotton Bales'
7. Please add in the route notes section the following: "Cotton Trailer Extension:.."
8. On the 'Travel Details' page, you will be prompted to enter the required permit period.
9. On the 'Route / area details' page, click the 'Route Type – Single Route' radio button then enter your route ID. If you do not have a route ID, click on the 'Create New Route' button and follow the prompts to create your journey.
10. Select the 'Confirm' tab and under the 'Route notes' heading type in "Cotton Trailer Extension Permit Scheme".
11. Follow the prompts to complete the application, confirm your contact details and complete payment for your application.

For further help contact 1300 MYNHVR (1300 636 487)

¹ The load restraint performance standards are listed in the Load Restraint Guide published by the National Transport Commission (www.ntc.gov.au).

Information for AVEs certifying cotton trailers

An eligible vehicle transporting round cotton modules and operating under the notice is provided with the necessary exemption from the *Heavy Vehicle (Vehicle Standards) National Regulation*. This means that AVEs may certify relevant VSB6 modifications to those vehicles without requiring approval from the NHVR.

Assessing if the vehicle requires certification:

Any modifications, such as adding or removing a component, or making any change to the vehicle that results in the vehicle departing from the manufacturer's specifications, must be carried out in accordance with VSB6.

Typically, modifications made to trailers in order to operate under this notice include changes to the chassis (Section H), the body (Section J) or the coupling (Section P).

To assist AVEs identify modifications that may require assessment and certification, the following examples have been developed to cover some of the common methods for fitting a cotton bale extension.

More detailed information can be found at:

<http://www.nhvr.gov.au/vsb6>

Chassis

VSB6 Modification Code H5 *Trailer Chassis Modifications* provides for changes or modifications made to a trailers chassis. When fitting a cotton bale extension, the following types of modification may require approvals under this code include:

- extending or reducing the trailer's chassis
- drilling the chassis to allow the extension to be fitted
- welding on any part of the chassis
- installation of a cross member.

Body mounting

VSB6 Modification Code J1 *Body Mounting* provides for the mounting of a body to a vehicle, and ensures that the mounting method is appropriate for the body type and will ensure the load is evenly transferred into the vehicle. When fitting a cotton bale extension, the following types of modification may require approvals under this code include:

- replacement of body mountings

If the cotton bale extension are fitted to the existing body of a trailer, the AVE should review the design of the existing body mounts to ensure they remain suitable. When an extension is installed, it may result in higher or different patterns of loading through the body, so the

mounts may need to be modified or new mounts added to ensure the body mounting continues to comply with VSB6 Modification Code J1.

Coupling

VSB6 Modification Code P1 *Towbar and coupling installation other than fifth wheels and kingpins* provides for the mounting of a coupling component to a vehicle. When fitting a cotton bale extension, the AVE should check the requirements of this code to ensure the vehicle, as modified, continues to comply with all the relevant requirements for couplings, especially those relating to dimensions and location of the coupling.

General requirements

In addition to the specific modification requirements listed above, AVEs should also:

- check that there is sufficient clearance between the first and second trailer so that no part of the load or combination (other than electrical, hydraulic or mechanical couplings) can contact each other under all operating conditions
- clearly identify this notice in their modification certificate/report
- advise the customer that the certificate/report should stay with the vehicle so that compliance with the notice can be proved
- keep a copy of their notice with their records for certifying the vehicle.

For further information please contact the NHVR's Vehicle Safety Standards team.

For more information:

Visit: www.nhvr.gov.au

Subscribe: www.nhvr.gov.au/subscribe

Email: info@nhvr.gov.au

Phone: 1300 MYNHVR* (1300 696 487)

*Standard 1300 call charges apply. Please check with your phone provider.

© Copyright National Heavy Vehicle Regulator 2019, creativecommons.org/licenses/by-sa/3.0/au
Disclaimer: This information is only a guide and should not be relied upon as legal advice.