



## Queensland Class 2 Performance Based Standards (PBS) A-double Operators Guide

6 September 2019

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## Introduction

The *Queensland Class 2 Performance Based Standards (PBS) A-double Operators Guide* (the Guide) outlines the requirements for operating a PBS A-double in Queensland.

This guide provides specific information on the operation of PBS A-doubles under the following notice:

1. Queensland Class 2 Performance Based Standards A-Double (Toowoomba to Port of Brisbane) Authorisation Notice 2019

## Definitions

The following definitions apply to the Notice:

- **A-double** means a combination consisting of a prime mover towing 2 semitrailers, with the first semitrailer being attached directly to the prime mover by a fifth wheel coupling, and the second trailer attached to the first by a converter dolly.
- **Eligible PBS A-Double** means an A-double that meets the requirements of section 9 of each Notice.
- **PBS Vehicle Approval (VA)** means a current approval issued for a heavy vehicle by the National Heavy Vehicle Regulator (NHVR) under section 23 of the *Heavy Vehicle National Law*.

## Conditions

Operators must ensure they comply with the conditions in Table 1.

**Table 1 General conditions**

(a)	Eligible PBS A-doubles operating under this notice must comply with the <b>axle spacing requirements in Appendix 1</b> of the Notice.
(b)	The driver must carry a copy of the Notice when in operation.
(c)	The driver and operator must comply with all conditions set out in the PBS VA issued for the combination and this notice, including signage.
(d)	An eligible A-double combination must not exceed posted signed limits or exceed 90 km/h.
(e)	An eligible vehicle may use specified areas or routes at any time unless specified otherwise as a travel condition on the network.

## Mass and Dimension Requirements

Operation on the route from Toowoomba to the Port of Brisbane for eligible vehicles must comply with the requirements in Table 2.

**Table 2 Mass and Dimension Requirements**

<b>Mass</b>	Up to 79.5 tonnes General Mass Limits Up to 81.5 tonnes Concessional Mass Limits Up to 85.5 tonnes Higher Mass Limits <sup>1</sup>
<b>Length</b>	Maximum 30 metres
<b>Bridge Assessment Tier</b>	Tier 3

<sup>1</sup>Refer to 'Operation above 81.5 tonnes' for further conditions.

## Approved Route

Eligible vehicles are authorised to operate on following route in Table 3 and may also travel on the Port Of Brisbane Roads mentioned in Table 4 Authorised Roads.

**Table 3 Authorised Route**

<b>From Toowoomba</b>	An Approved PBS Level 2B Route
<b>To the Port of Brisbane (contiguous)</b>	Toowoomba Connection Road and Warrego Highway; and Ipswich Motorway; and Logan Motorway; and Gateway Motorway; and Port of Brisbane Motorway; and Port Drive.

Note: The Toowoomba Connection Road was formerly part of the Warrego Hwy before it was re-aligned after the opening of the Toowoomba Second Range Crossing. It corresponds with the route through Toowoomba via Cohoe Street, James Street, Tor Street and Bridge Street. The Toowoomba Connection road and the Warrego Highway intersect, and operators may use the most appropriate of these routes.

**Table 4 Authorised Roads**

<b>Port of Brisbane</b>	Port Drive	Peregrine Drive
	Lucinda Drive <sup>2</sup>	Sandpiper Avenue
	Bishop Drive	Port Central Avenue
	Whimbrel Street	Kite Street
	Bingera Drive	Osprey Drive
	Curlew Street	Howard Smith Drive
	Bulk Terminals Drive	Radar Street
	Seafarers Street	
River Drive		
<b>Toowoomba Regional Council</b>	Adams Lane	

<sup>2</sup>Travel on Lucinda Drive Bridge is **not** permitted.

- A permit will not be issued; your VA will be updated and re-issued, making you eligible to operate under the Notice.

**Operating on additional routes**

- A permit will be issued with your additional roads and it will reference your updated VA. Your VA will also be updated and issued separately.

## Additional Conditions

- Be manufactured in compliance with, and certified under, a PBS Vehicle Approval providing the PBS Final Approval
- Comply with manufacturers ratings for any of the components of the A-double combination; and mass stated in the PBS Vehicle Approval for the A-double combination.

## Operation above 81.5 tonnes

The following conditions apply to eligible vehicles operating above 81.5 tonnes under Higher Mass Limits:

**Important:** for all VA updates, the version number will be updated, not the VA number.

**(a) Consent has been approved in the past**

Eligible vehicles must have their PBS VA updated to include a provision stating that the Department of Transport and Main Roads (TMR) has consented to your vehicle to operate under this notice.

**To update your VA:**

- Send an email to [pbs@nhvr.gov.au](mailto:pbs@nhvr.gov.au) with the subject line ‘**QLD C12 A-double Notice – VA Amendment**’ and include your existing permit number. The NHVR will verify if consent has been provided in the past and your updated VA will be issued.

**If you have other routes on your permit:**

- Submit a permit application via the **NHVR portal** to have your VA updated on your existing permit.

**(b) Consent has never been sought or approved**

Operators must apply for a permit through the NHVR portal to seek consent from TMR. This is if they have not been previously assessed and approved by TMR to access the approved route.

**Note:** Operation under the Notice is subject to meeting the axle spacing’s in Appendix 1 of the Notice.

**Operating under the approved route only**

## Signage

If overall length exceeds 22m, a “LONG VEHICLE” sign must be displayed at the rear of the vehicle.



Figure 1: Example of a long vehicle sign

## Intelligent Access Program (IAP)

**IAP must be fitted and remain operational on all occasions.**

The following requirements pertain to participating operator:

### Operational Requirements and Conditions

- 1.1 The prime mover must have an Approved Intelligent Transport System (ITS) – as defined in the Heavy Vehicle National Law (HVNL), installed for IAP, and the applicant must be a participating operator in IAP – as defined in the HVNL.
- 1.2 The operator of the vehicles listed in this permit must:
  - (a) have an IAP agreement – as defined in the HVNL in place (becoming the IAP participating operator); and
  - (b) have an IAP Certificate issued in for this permit under for each vehicle listed in this permit.
- 1.3 A participating operator must take reasonable steps to advise the drivers of their requirement to provide information under the HVNL.
- 1.4 Any vehicle or vehicle combination operating under this permit will be monitored for vehicle identification, vehicle location, vehicle mass and configuration, system malfunctions, tampering, and speed above the lesser of:
  - (a) a speed limit on infrastructure as specified in this consent;
  - (b) the speed limit for any vehicle or vehicle combination for that class of vehicle: or
  - (c) the limited speed in accordance with ADR65/....

### Self-Declarations

- 1.5 A Self Declaration of Total Combination Mass (SD (Type/TCM)) is required whenever:
  - (a) there is a change of vehicle combination;
  - (b) a change to the vehicle combination mass;
  - (c) prior to conducting weighbridge checks
  - (d) if prompted by the ITS.
- 1.6 SD (Type/TCM) must be performed in accordance with the IAP-Service Provider's (IAP- SP's) weighing procedures and the following conditions must also be adhered to:
  - (a) The entire vehicle combination is on flat ground.
  - (b) The entire vehicle combination is stationary.
  - (c) All vehicle component(s) brakes are off.

- (d) The wheels are not chocked.
- (e) The vehicle engine is running.
- (f) The ride height valves are in the correct positions.
- (g) Above vehicle conditions must be maintained for at least 30 seconds after the SD (Type/TCM) before starting the trip.

### IAP Malfunctions

- 1.7 If the driver of a vehicle becomes aware that the Approved Intelligent Transport System fitted to the vehicle is malfunctioning the driver must immediately report the malfunction to the vehicle's participating operator.
- 1.8 If the participating operator of a vehicle becomes aware that the ITS system is malfunctioning, the participating operator must immediately report the malfunction to:
  - a) The IAP Administrator:  
Telephone – 1300 753 427 (1300 QLD IAP)  
Fax – (07) 3220 6075  
Email – [iapadmin@tmr.qld.gov.au](mailto:iapadmin@tmr.qld.gov.au)
  - b) The IAP-SP, to develop a rectification schedule if applicable.
- 1.9 If an Approved ITS has malfunctioned and is not rectified within 10 working days, or as determined by the NHVR, the vehicle must operate within statutory dimension and mass limits.

## On Board Mass (OBM)

**OBM must be fitted and remain operational when operating under both notices.**

The following requirements pertain to participating operator:

- 1.10** All vehicle components making up a combination must be fitted with an OBM system by an IAP Service Provider (IAP-SP) meeting the standards set out in the *Queensland Interim OBM Business, Operational and Technical Requirements* and approved by the Department Of Transport and Main Roads
- 1.11** The requirements of the approved OBM system may be amended at the discretion of the Chief Executive of the Department of Transport and Main Roads. The OBM service and system installed in the vehicles listed under this permit will need to comply with all updated requirements within timeframes specified by the Chief Executive
- 1.12** The Applicant consents to providing IAP and OBM monitoring data to the IAP Administrator directly from the IAP-Service Provide.

### Operational Requirements

- 1.13** The participating operator will make the vehicle(s) available to the IAP-SP for the purposes of the following:
  - (a) **OBM hardware installation; and**
  - (b) **OBM calibration and maintenance**
- 1.14** The participating operator must arrange for an OBM calibration for every mass measuring component at:
  - (a) six monthly intervals; or
  - (b) upon request by the IAP Administrator
- 1.15** The participating operator of the vehicle(s) listed in this permit must ensure that training is provided to the driver(s) on the correct operation of the IAP and OBM system before the driver's first journey operating under this consent.
- 1.16** Before a journey commences an operator must take reasonable steps to advise the driver(s) that:
  - (a) the vehicle(s) will be monitored by the OBM system and the parties which will be able to access that information;
  - (b) the vehicle information that will be monitored.

### Weighbridge Audits

- 1.17** A weighbridge audit of the OBM equipment will be performed at an agreed nominated public weighbridge when the vehicle is in operation and upon request by the IAP Administrator.
- 1.18** The participating operator must provide the IAP Administrator a copy of the Axle Measurement Ticket (weighbridge docket) as prescribed in the *Licensing Directive PW12/05- October 2012 (Revised)*.
- 1.19** The Axle Measurement Ticket (weighbridge docket) must also indicate the following:
  - (a) date and time of the measurement; and
  - (b) registration numbers of the vehicle combination in order of connection, commencing with the steer axle of the prime mover (if applicable).

### OBM Malfunctions

- 1.20** If the driver of a vehicle becomes aware that the OBM system is malfunctioning the driver must immediately report the malfunction to the vehicle's participating operator.
  - 1.21** If the participating operator of a vehicle becomes aware that the OBM system is malfunctioning, the participating operator must immediately report the malfunction to:
    - (a) The IAP Administrator by:
      - Telephone – 1300 753 427 (1300 QLD IAP)
      - Fax – (07) 3220 6075
      - Email – [iapadmin@tmr.qld.gov.au](mailto:iapadmin@tmr.qld.gov.au)
    - (b) The IAP-SP, to develop a rectification schedule if applicable.
  - 1.22** If an OBM system has malfunctioned and is not rectified within 10 working days, or as determined by the IAP Administrator, the vehicle must operate within statutory dimension and mass limits.
- Note:** *When an OBM system certified by Transport Certification Australia (TCA) becomes available as part of the IAP, all vehicle combinations operating under this permit will be required to transition to OBM equipment which is TCA certified within the timeframes specified by the Department of Transport and Main Roads.*

**Note:** *The NHVR may collect and use the data from the OBM for:*

- (a) compliance and enforcement purposes;*
- (b) assessment of impacts of vehicle operation under this consent upon road assets; and*
- (c) research purposes related to the development of OBM systems.*

**Note:** *The data received by the NHVR and the Department of Transport may be used in conjunction with other internal systems and released to TCA. The department will not disclose or share the information collected with any other person or organisation without consent unless required to do so by law.*

**Note:** *Information and data received from the OBM system is presumed, in the absence of evidence to the contrary, to be a correct report of information generated by the system.*

## Complying with the Heavy Vehicle National Law

The operator of a heavy vehicle must ensure their vehicle complies with the ADRs and the HVNL. Using or permitting another person to use a defective heavy vehicle, or a heavy vehicle with unapproved modifications on a road is an offence.

Failure to comply with the conditions of the Notice may result in the driver and/or operator being liable for an offence.

Penalties can include infringement notices or prosecution. For more information, see the Compliance and Enforcement Bulletins at [www.nhvr.gov.au/ce-bulletins](http://www.nhvr.gov.au/ce-bulletins)

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