

Code of Practice for B-Triples

up a Length of 35.0m or less



June 2012

Operating conditions when driving on South Australian roads.

This Code of Practice is a legal document. You must comply with the conditions contained in the document when operating a B-Triple Combination in South Australia.



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Definitions

ABS means Antilock Braking System.

Approval Plate means a unique plate attached to the vehicle by a Competent Entity in a standard location that certifies the as-built compliance of that individual vehicle with the requirements of Regulation No 93 – United Nations Economic Commission for Europe (UN ECE) [Approval of Front Underrun Protective Devices], Regulation No 29 – United Nations Economic Commission for Europe (UN ECE) [Protection of the Occupants of the Cab of a Commercial Vehicle] and Australian Design Rule 80/01 or later edition [Emissions Control for Heavy Vehicles].

Approved B-Triple Route Network is the network approved under section 161A of the *Road Traffic Act 1961* by the Minister for Transport and Infrastructure for the operation of B-Triples. The DPTI RAVnet mapping system is available via the DPTI website at www.sa.gov.au.

Competent Entity means a vehicle manufacturer holding Compliance Plate Approval or a Recognised Engineering Signatory (RES) with appropriate expertise. To approve a Front Underrun protection Device the RES would need to be recognised as competent to undertake type H modifications as described in *Vehicle Standards Bulletin 6 (VSB 6)* published by the Commonwealth Department of Infrastructure and Transport.

Concessional Mass Limits means the mass limits permitted when operating in accordance with the requirements of the Notice published in the South Australian Government Gazette titled *Concessional Mass Limits for Vehicles Accredited in the Mass Management module of the National Heavy Vehicle Accreditation Scheme (NHVAS)*.

Depot means a private property intended for the storage or use by heavy vehicles that abuts and has driveway access to and from a road.

DPTI means the South Australian Department of Planning, Transport and Infrastructure.

Explanatory Notes contain information that does not form part of the conditions of this Code of Practice but is provided for explanation purposes only.

Front Underrun Protection Device means a structure incorporated in the vehicle when manufactured or separately fitted to the front of the vehicle to meet the requirements of UN ECE Regulation 93.

General Access Dimension Limits means the:

- dimension limits as specified in Division 2 – Dimensions of Part 7 Vehicle Configurations and Dimensions of the *Road Traffic (Vehicle Standards) Regulations 1999*, but does not include any dimensions specified for a Controlled Access Bus, Road Train, B-Double or any other combination over 19.0m long.

General Access Vehicle (GAV) is a vehicle that operates within the:

- axle mass limits specified in Table 1 of the *Road Traffic (Mass and Loading Requirements) Regulations 1999*; and
- mass limits relating to axle spacing in Section 3, Table 2, *Road Traffic (Mass and Loading Requirements) Regulations 1999*; and
- does not exceed:
 - a height of 4.3 metres; or
 - a length of 19 metres; or
 - a total mass of 42.5 tonnes; and
 - is not a Controlled Access Bus.

General Mass Limits (GML) means the:

- defined axle mass limits in Table 1 of the *Road Traffic (Mass and Loading Requirements) Regulations 1999*; and
- mass limits relating to axle spacing in Section 3, Table 2 of the *Road Traffic (Mass and Loading Requirements) Regulations 1999*.

Higher Mass Limits (HML) means axle group mass limits that are higher than the General Mass Limits (GML) specified in the *Road Traffic (Mass and Loading Requirements) Regulations 1999*, at which approved vehicle combinations can operate, if fitted with certified Road Friendly Suspensions.

Definitions (Contd)

Intelligent Access Program (IAP) means a program to allow heavy vehicles to have access, or improved access, to the road network in return for monitoring, by an approved intelligent transport system of their compliance with specified access conditions.

Maintenance Management means a scheme that is recognised by Department of Planning, Transport and Infrastructure (DPTI) as meeting the requirement of the maintenance management module (including audit requirements) of the National Heavy Vehicle Accreditation Scheme (NHVAS).

Mass Management means a scheme that is recognised by Department of Planning, Transport and Infrastructure (DPTI) as meeting the requirement of the mass management module (including audit requirements) of the National Heavy Vehicle Accreditation Scheme (NHVAS).

National Heavy Vehicle Accreditation Scheme (NHVAS) means the comprehensive accreditation package developed by the National Transport Commission and approved by the Australian Transport Council on 14 November 1997.

Protrusion means a structure that protrudes ahead of the vehicle as built. A common example is a device known as a bull bar.

RAVnet Online Mapping System is an interactive online mapping system, managed by DPTI, that displays approved heavy vehicle route networks for Restricted Access Vehicles available in South Australia. Restrictions associated with specific route networks are also included.

Restricted Access Vehicle (RAV) means a vehicle that exceeds either the General Mass Limits or the General Access Dimension Limits contained in the *Road Traffic Act 1961 and Regulations* and can only travel on routes approved by the South Australian Minister for Transport and Infrastructure (or delegate).

Route Compliance Certificate means – the ‘*Concessional Mass Limit Route Compliance Certificate*’ referred to in the Notice published in the South Australian Government Gazette titled *Concessional Mass Limits for Vehicles Accredited in the Mass Management module of the National Heavy Vehicle Accreditation Scheme (NHVAS)* and available on the DPTI website (www.sa.gov.au)

Valid National Heavy Vehicle Accreditation Scheme label means a label:

- issued to a scheme member (whose accreditation status has not been suspended or cancelled); and
- that is legible and displayed on the nominated vehicle for which the label was issued by the accrediting authority.

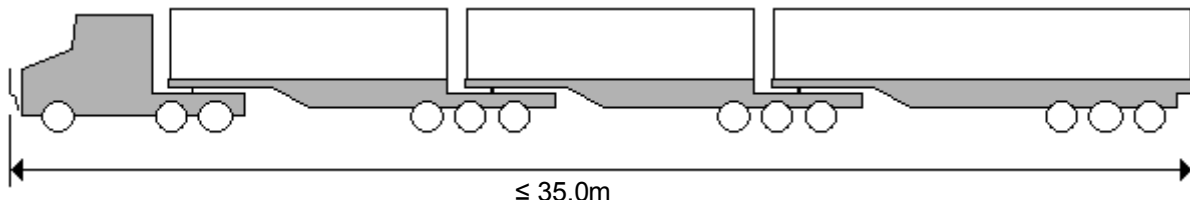
Introduction

1. What is a Code of Practice?

- 1.1 This Code of Practice for B-Triples is a legal document published by DPTI under a Gazette Notice of Approval and Exemption issued pursuant to sections 161A and 163AA of the *Road Traffic Act 1961* and published in the South Australian Government Gazette titled "*Operation of Prescriptive B-Triple Vehicles up to 35.0m in Length*".
- 1.2 This Code of Practice sets out all the requirements, in addition to the *Road Traffic Act 1961*, that the owner, driver and operator must comply with when operating a B-Triple on South Australian roads.
- 1.3 As a B-Triple is a RAV, this Code of Practice sets out all of the route access conditions, restrictions and limitations to ensure a B-Triple operates safely on the approved route network
- 1.4 It is the driver and operator's responsibility to make sure that the B-Triple is being operated in accordance with this Code of Practice.
- 1.5 This Code of Practice does not replace the responsibility of the owner, operator or driver, to comply with the Road Traffic Act 1961 and Regulations and Local Government by-laws.
- 1.6 Non compliance with this Code of Practice, the Gazette Notice of Approval and Exemption for the 'operation of B-Triples up to 35 metres in length' or the Road Traffic Act 1961 and Regulations is an offence.

2. What is a B-Triple?

- 2.1 For the purposes of this Code of Practice, a B-Triple is a vehicle combination consisting of a prime mover towing three semi-trailers where:
 - 2.1.1 the prime mover has a single steer axle and a tandem drive axle; and
 - 2.1.2 each of the semi-trailers are fitted with one triaxle group; and
 - 2.1.3 each of the three semi-trailers is connected to each other by a fifth wheel coupling; and
 - 2.1.4 the length of the prime mover and three trailer combination does not exceed 35.0m in length; and
 - 2.1.5 the vehicle with one lead trailer removed forms a compliant 26.0m B-Double, irrespective of which lead trailer is removed; and
 - 2.1.6 the dimension of the 3 trailer set when measured from the king pin of the first trailer to the rear of the last trailer is no greater than 29.6m; and
 - 2.1.7 the prime mover must have an engine with a maximum power output rating of not less than 373 kW (500 HP); and
 - 2.1.8 the prime mover must be rated by the manufacturer for a startability of 10% and a gradeability of 12%; and
 - 2.1.9 the prime mover must be capable of maintaining a minimum speed of 70 km/h on a 1% grade at a GCM rating of 84.5 tonnes.



Introduction (Contd)

3. What documentation must be carried in the vehicle?

- 3.1 When operating a B-Triple under this Code of Practice, a legible, current and complete copy of the Gazette Notice titled '*Operation of B-Triple Vehicles up to 35.0m in Length*' published in the South Australian Government Gazette on 28 June 2012, must be carried in the vehicle in hardcopy or electronic format.
- 3.2 If operating on approved routes South of Port Augusta, including on National Highway 1 between Port Augusta West and Northern Adelaide and any routes that link to National Highway 1, including Northern Adelaide routes and access to depots, a legible copy of a current medical certificate must be carried at all times.
- 3.3 If operating at Concessional Mass Limits (CML) but ***not*** operating under the Intelligent Access Program (IAP), a completed CML Route Compliance Certificate.
- 3.4 These documents must be produced if requested to by a DPTI Authorised Officer or Police Officer.

Explanatory Note

Copies of the Gazette Notice, Code of Practice, B-Triple Route Network maps and all documents mentioned in this Code of Practice are available on DPTI's website. The website can be found at: www.sa.gov.au

Vehicle Specifications

4. Specifications and Dimensions

4.1 A B-Triple operating under this Code of Practice must comply with the following:

4.1.1 **either:**

4.1.1.1

- (i) The prime mover has a single steer axle and a tandem drive axle; and
- (ii) each of the semi-trailers are fitted with one triaxle group; and
- (iii) each of the three semi-trailers is connected to each other by a fifth wheel coupling; and
- (iv) the length of the prime mover and three trailer combination does not exceed 35.0m in length; and
- (v) the vehicle with one lead trailer removed forms a compliant 26.0m B-Double, irrespective of which lead trailer is removed; and
- (vi) the dimension of the 3 trailer set when measured from the king pin of the first trailer to the rear of the last trailer is no greater than 29.6m; and
- (vii) the prime mover must have an engine with a maximum power output rating of not less than 373 kW (500 HP); and
- (viii) the prime mover must be rated by the manufacturer for a startability of 10% and a gradeability of 12%; and
- (ix) the prime mover must be capable of maintaining a minimum speed of 70 km/h on a 1% grade at a GCM rating of 84.5 tonnes.

or;

4.1.1.2 The vehicle combination is the subject of a '*B-Triple Authorisation Certificate*' issued by DPTI.

4.1.2 All non-steer axle groups must be fitted with dual tyres.

4.1.3 The tandem drive axle group must be fitted with an equal share power divider to distribute tractive force equally between the two drive axles.

4.1.4 The maximum overall width of the B-Triple, including any load, must not exceed 2.5 metres.

4.1.5 The maximum overall height of the B-Triple, including any load, must not exceed 4.3 metres unless complying with 4.1.6 below.

4.1.6 The maximum overall height of the B-Triple, including any load, may exceed 4.3 metres if complying with the following conditions:

4.1.6.1 The constructed height of the semi-trailers must not exceed 4.6 metres; and

4.1.6.2 The semi-trailer must have at least 50% of its deck length at not more than 1.2 metres above the ground; and

4.1.6.3 The gross mass of the prime mover and the 1st semi-trailer combination must not be more than 90% of the gross mass limit that applies to that combination, based on the axle mass limits specified in the Mass Loading Regulations Part 1, Table 1; and

4.1.6.4 The mass on the axle group of the 2nd and 3rd semi-trailers must not be more than the 90% of the axle mass limit that applies to those individual axle groups as specified in the Mass & Load Regulations Part 1, Table 1; and

4.1.6.5 The semi-trailers are constructed as pantechicon vans or curtain sided vans where the frame and roof is constructed to a maximum overall height of 4.6m; and

4.1.6.6 Any load carried must be contained within the constructed frame or body of the semi-trailer; and

Vehicle Specifications (Contd)

- 4.1.6.7 A semi-trailer manufactured on or after 1 July 1991 must be certified by the Australian Motor Vehicle Certification Board as an over dimension vehicle and be fitted with an Identification Plate (Compliance Plate) that includes an 'O.D.' marking.
- 4.1.7 The B-Triple combination must meet all other relevant dimension requirements specified in the *Road Traffic (Vehicle Standards) Rules 1999*, Part 7, Division 2.
- 4.1.8 All fifth wheel assemblies must have a "D" rating of at least 162 kilonewtons. (see Note below)
- 4.1.9 All fifth wheel king pins must have a "D" rating of at least 162 kilonewtons. (see Note below)
- 4.1.10 The B-Triple combination shall comply with all relevant sections of the South Australia Road Traffic Act and Regulations.

Explanatory Note

D-Rating:

In General Terms – is the capacity of the towing device.

For Fifth Wheel Assemblies – is the horizontal force between the towing vehicle and trailer. (unit = kilonewtons)

For Kingpins – is the rating based upon the dynamic longitudinal force experienced by the kingpin for a particular vehicle combination and load. (unit = kilonewtons)

Mass Limits

5. Mass Limits

5.1 A B-Triple must comply with the *Road Traffic (Mass and Loading Regulations) 1999*, Schedule 1, 'Mass and Loading Requirements for Heavy Vehicles' Table 3.

5.2 Axle mass limits for a B-Triple operating at General Mass Limits (GML) are:

| | | |
|-------|-------------------|---|
| 5.2.1 | Front Axle | 6.0 tonnes |
| 5.2.2 | Front Axle | 6.5 tonnes (subject to conditions, refer 5.6 below) |
| 5.2.3 | Tandem Axle Group | 16.5 tonnes (8 tyres) |
| 5.2.4 | Tri-Axle Group | 20.0 tonnes (12 tyres) |

5.3 The Gross Combination Mass (GCM) for a B-Triple operating at GML must not exceed;

5.3.1 82.5 tonnes if operating with a 6.0t front axle mass limit; or

5.3.2 83.0 tonnes if operating with a 6.5t front axle mass limit.

5.4 Axle mass limits for a B-Triple operating at Concessional Mass Limits (CML) are:

| | | |
|-------|-------------------|---|
| 5.4.1 | Front Axle | 6.0 tonnes |
| 5.4.2 | Front Axle | 6.5 tonnes (subject to conditions, refer 5.6 below) |
| 5.4.3 | Tandem Axle Group | 17.0 tonnes (8 tyres) |
| 5.4.4 | Tri-Axle Group | 21.0 tonnes (12 tyres) |

5.5 The Gross Combination Mass (GCM) for a B-Triple operating at CML must not exceed:

5.5.1 84.5 tonnes if operating with a 6.0t front axle mass limit; or

5.5.2 85.0 tonnes if operating with a 6.5t front axle mass limit.

5.6 To operate a prime mover at 6.5 tonnes on a single steer axle:

5.6.1 the front axle and tyres must have sufficient rated capacity for 6.5 tonnes or better; and

5.6.2 the prime mover must:

5.6.2.1 comply with front underrun protection requirements to UN ECE regulation 93; and

5.6.2.2 comply with cab strength requirements to UN ECE regulation 29; and

5.6.2.3 comply with emission level requirements to Australian Design Rule 80/01 (Euro 4) or later edition; and

5.6.2.4 have any forward protrusion certified by a competent entity as complying with front underrun protection requirements to UN ECE Regulation 93; and

5.6.2.5 have the protrusion plated accordingly; and

5.6.2.6 be fitted with an Approval Plate.

Mass Limits (Contd)

5.7 B-Triple combinations are not eligible to operate at Higher Mass Limits (HML) under this Code of Practice.

Explanatory Note

To operate at Higher Mass Limits (HML) a B-Triple must be approved as a PBS compliant combination and operate under the PBS regime.

6. The Road System in South Australia

The standard of the road system in South Australia varies significantly from area to area. Some roads, such as main highways and key arterial roads have been designed to carry large and heavy vehicles while other roads provide access to residential areas and are generally only designed for light vehicles.

The *Road Traffic Act 1961* provides two categories for the operation of heavy vehicles on South Australian Roads. The two categories are:

- General Access Vehicles; and
- Restricted Access Vehicles.

General Access Vehicles (GAVs) are vehicles that operate within specified mass and dimension limits. These limits provide general protection for the whole of the road system in South Australia and allows these vehicles to operate on the road network without any route or time restrictions other than locally imposed controls, such as load limits on bridges.

The Restricted Access Vehicle (RAV) category allows larger and heavier vehicles to operate on South Australia's road system, but restricts access to approved routes that have been designed with the strength and capacity to cater for this size of vehicle. B-Triples are classified as RAVs.

7. Route Access Conditions

7.1 B-Triples must only operate on the Approved Route Network shown on the DPTI RAVnet Online Mapping System described as the *35.0m B-Triple* route network and in accordance with any conditions and limitations specified on those maps for those routes.

7.2 To operate a B-Triple on the Approved B-Triple Route Network the vehicle must:

- 7.2.1 operate under the Maintenance Management module of the National Heavy Vehicle Accreditation Scheme (NHVAS); and
- 7.2.2 display a valid label on all units in the combination that identifies accreditation and the Scheme membership; and
- 7.2.3 not be under suspension from the accreditation scheme; and
- 7.2.4 operate under the Intelligent Access Program (IAP) if specified as a condition for access to future approved routes.

7.3 To operate a B-Triple on routes between Port Augusta West and Northern Adelaide on National Highway 1 and any other approved B-Triple route in Northern Adelaide the driver must:

- 7.3.1 undergo and pass a medical examination in accordance with "*Medical Examinations for Commercial Vehicle Drivers*" published by the Commonwealth Department of Infrastructure and Transport and the National Transport Commission; and
- 7.3.2 carry a legible copy of a current and valid medical certificate.

7.4 Drivers of B-Triple combinations must hold a current Multi-Combination (MC) drivers licence.

Explanatory Notes

The routes between Port Augusta West and Northern Adelaide include National Highway 1 and any other approved B-Triple routes and depots South of Port Augusta including in the Northern Adelaide area and the Sturt Highway.

If the B-Triple driver is up to and including 49 years of age, the medical certificate is valid for a period not exceeding 3 years from the date of the examination, providing there has been no change in the drivers medical condition in that time.

If the B-Triple driver is aged 50 years and over, the certificate is valid for a maximum period of 12 months from the date of the examination.

Route Access and Conditions (Contd)

- 7.5 To operate a B-Triple at Concessional Mass Limits (CML), the combination must be accredited under the Mass Management Module of the National Heavy Vehicle Accreditation Scheme and satisfy the following documentation requirements:
- 7.5.1 If the B-Triple is accredited in South Australia as part of the Mass Module of the National Heavy Vehicle Accreditation Scheme documented evidence of route planning that shows that an approved route is available for the entire journey being undertaken must be carried in the vehicle; or
 - 7.5.2 If the B-Triple is accredited as part of the Mass Module of the National Heavy Vehicle Accreditation Scheme in states and territories other than South Australia the driver must:
 - 7.5.2.1 record the route and weight/mass details on the Concessional Mass Limits Route Compliance Certificate and sign the Certificate; and
 - 7.5.2.2 carry the Concessional Mass Limits Route Compliance Certificate in the vehicle when operating at Concessional Mass Limits; and
 - 7.5.2.3 provide the scheme member with the original copy of the Concessional Mass Limits Route Compliance Certificate on completion of the journey
- Or;
- 7.5.3 As an alternative to carrying the documentation described in 7.5.1 and 7.5.2 above, the vehicle may operate under the Intelligent Access Program (IAP). A vehicle operating under the IAP is not required to carry evidence of route planning or a Route Compliance certificate.
- 7.6 "LONG VEHICLE" warning signs must be displayed that:
- 7.6.1 can be clearly seen by other road users; and
 - 7.6.2 are fitted horizontally at the front and rear of the combination; and
 - 7.6.3 are not more than 1.8 metres from ground level; or
 - 7.6.4 are not less than 500 millimetres from ground level; and
 - 7.6.5 if either of the warning sign are in two (2) parts, the parts must be fitted horizontally to the B-Triple, at the same height.
- 7.7 The B-Triple must not exceed a speed of:
- 7.7.1 90 kilometres per hour on roads other than the Eyre Highway and Stuart Highway, or any posted speed limit – whichever is the lesser;
 - 7.7.2 100 kilometres per hour on the Eyre Highway and Stuart Highway, or any posted speed limit – whichever is the lesser, as specified in the *Road Traffic (Road Rules - Ancillary and Miscellaneous Provisions) Regulations 1999*, Clause 9A(3a).;
 - 7.7.3 the lesser of 40km/h or the posted limit within the following localities;
 - i. a 50 or 60km/h limit zone in Caltowie;
 - ii. a 50 or 60km/h limit zone in Gladstone;
 - iii. a 50 or 60km/h limit zone in Jamestown;
 - iv. a 50 or 60km/h limit zone in Orroroo;
 - v. a 50 or 60km/h limit zone in Peterborough;
 - vi. a 50 or 60km/h limit zone in Port Augusta;
 - vii. a 50 or 60km/h limit zone in Port Pirie;
 - viii. a 50 or 60km/h limit zone in Whyalla;
 - ix. a 50 or 60km/h limit zone in Yongala;
 - x. within 200m of the Peterborough - Mannanarie Road junction.
- 7.8 The headlights of the prime mover, when operating as a B-Triple, are to be alight at all times.

Route Access and Conditions (Contd)

8. Roads and Infrastructure

- 8.1 The driver must make sure that there is enough side and overhead clearance on the routes that are intended to be used.
- 8.2 The conditions set out in this document may be overridden at any time by a limitation sign fixed on a bridge, culvert, causeway, road or road ferry.

Explanatory Note

Some parts of the road system, such as bridges, overhead services and wires, roadside furniture (signs, traffic lights etc.) and vegetation may not allow sufficient clearance for a vehicle and load travelling under this Code of Practice.

Section 107 of the Road Traffic Act 1961 (Damage to Road Infrastructure) requires a person to immediately report full particulars of any damage caused to the road infrastructure (including roads, bridges and culverts, or interference with roadside furniture) to the Police or DPTI.

Rule 293 of the Australian Road Rules provides that if a driver (or their passenger) throws, drops, propels or otherwise causes something to fall on the road (including loads fallen off the vehicle, oil or grease or debris from an accident) that may injure a person or cause an obstruction or any damage to other vehicles or the road surface the driver is required to remove it, or take action to have it removed as soon as can be done safely.

9. General route access conditions

- 9.1 The driver must not assemble or disassemble a B-Triple on any approved route except under the following circumstances:
 - 9.1.1 if broken down; or
 - 9.1.2 in order to proceed on a temporary by-pass around a road blockage; or
 - 9.1.3 as reasonably required to remedy a breach of mass, dimension or load restraint requirement identified by a DPTI Authorised Officer or a Police Officer.
- 9.2 If intending to use a roadside parking area, B-Triples can only stop in a parking area showing a 'Rest Area' sign or a 'Truck Parking Area' sign. Parking areas can only be used for rest purposes or vehicle checks but not for assembly or disassembly purpose with the exception of those specified in 9.1 above.
- 9.3 B-Triple vehicles are prohibited from using rest areas indicated with the 'Unsuitable for Trucks' sign. This sign displays a symbolic articulated vehicle with a diagonal 'Ban' slash across the vehicle. All signs display white symbols and letters on a blue background.
- 9.4 All entrances into, and exits out of a depot must be suitable for B-Triple operation (See 13 below).
- 9.5 Where turning manoeuvres into or out of depots cannot be undertaken safely in accordance with the diagrams the operator/driver shall not use the driveway or depot entrances until such time as the entrances have been made suitable for use by B-Triple combinations.

Turning Requirements

Explanatory Note

Continuous arrows indicate that the driver must, wherever practicable, turn the vehicle in the direction shown.
Broken arrows indicate that the driver may only turn in the direction shown if it is impracticable to do otherwise, and only if it is safe to do so.

10. Intersections and junctions

10.1 When turning:

- 10.1.1 right from a one-way road, the driver must approach the intersection or junction as near as practicable to the right boundary of the one-way road (Fig 1);
- 10.1.2 right into a one-way road, the driver must enter as near as practicable to the right boundary of the one-way road (Fig 2);
- 10.1.3 left from a two-way road into a two-way road, the driver must keep as close as practicable to the left kerb (Fig 3).

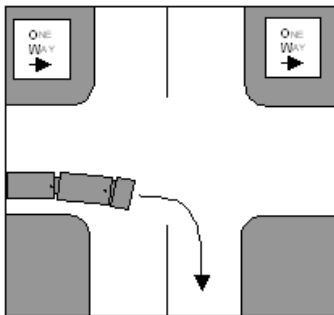


Fig 1

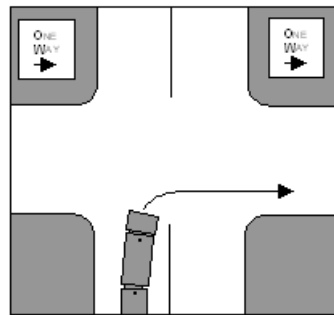


Fig 2

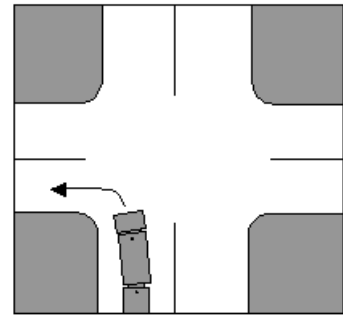


Fig 3

11. Laned roads

11.1 When operating on a laned road where turning arrows are marked the driver must:

- 11.1.1 turn only in the direction of the arrows marked on the road (Fig. 4);
- 11.1.2 turn only in the direction of the marked arrows and enter the corresponding lane of the other road (Fig. 5).

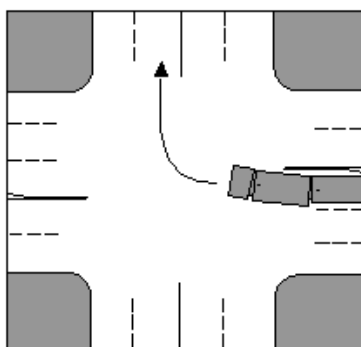


Fig 4

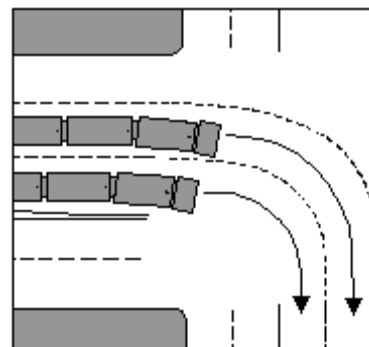


Fig 5

Turning Requirements (Contd)

- 11.2 When operating on a laned road and turning lanes are provided as an extension of lane lines, the driver must keep the B-Triple in the turning lane while completing the turn (Fig. 5).
- 11.3 When operating on a laned road where turning arrows are not marked, and turning:
- 11.3.1 right from a laned road, the driver must begin the turn from the lane that is just to the left of the centre of the road (Fig. 6);
 - 11.3.2 right into a laned road, the driver must, where practicable, enter the lane nearest to the centre of the road (Fig.6);
 - 11.3.3 left from a laned road, the driver must begin the turn from the left-hand lane that is as near as practicable to the left side of the road (Fig 7). Alternatively, if the B-Triple displays a "DO NOT OVERTAKE TURNING VEHICLE" sign, the turn may be commenced from a marked lane next to the left lane (Fig 7a).

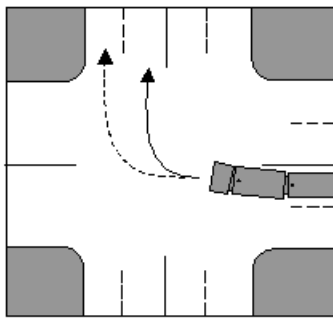


Fig 6

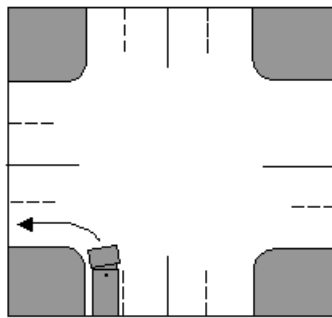


Fig 7

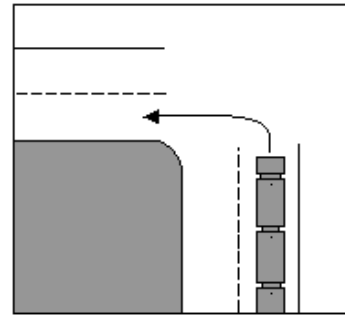


Fig 7a

12. Unlaned roads

- 12.1 When operating on an unlaned road and turning right from a two-way road into a two-way road the driver must, where practicable (Fig 8):
- 12.1.1 approach the intersection or junction to the left of and parallel to the centre of the road;
 - 12.1.2 pass to the right of the centre of the intersection;
 - 12.1.3 enter the other road just left of the centre.

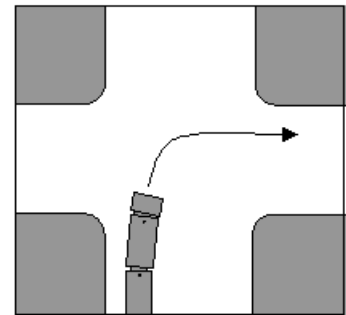


Fig 8

- 12.2 When operating on an unlaned road and turning right from a two-way road into a two-way road, the driver must not obstruct traffic coming from the opposite direction.

Turning Requirements (Contd)

13. Driveways and depots

13.1 The driver must not reverse the B-Triple into or out of roadways or depots.

13.2 When operating on a laned road and turning:

13.2.1 right into a depot, the driver must turn from the lane that is nearest to the centre of the road (Fig 9);

13.2.2 left out of a depot, the driver must, where practicable, enter the lane that is nearest the left kerb (Fig 10);

13.2.3 right out of a depot, the driver must, where practicable, enter the lane that is nearest the centre of the road (Fig 10).

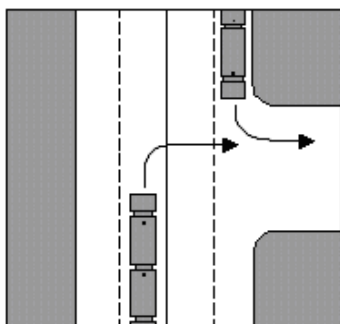


Fig 9

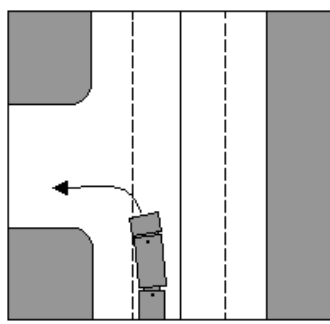


Fig 9a

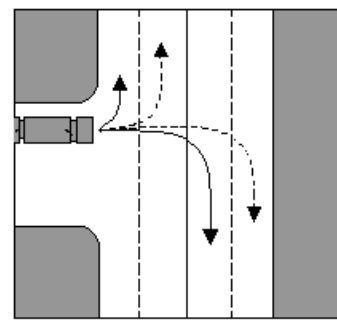


Fig 10

13.3 When operating on an unlaned road and turning:

13.3.1 left into and/or out of a depot, the driver must keep as near as practicable to the left kerb (Fig. 11);

13.3.2 right into a depot, the driver must approach the entrance to the left of, parallel to and as near as practicable to the centre of the road (Fig. 12);

13.3.3 right out of a depot, the driver must enter the road by moving to the left of the centre of the road (Fig.12).

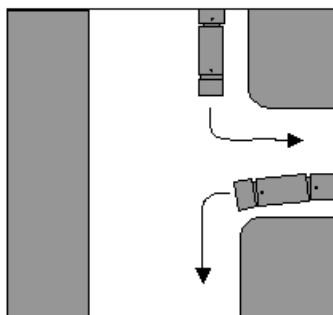


Fig 11

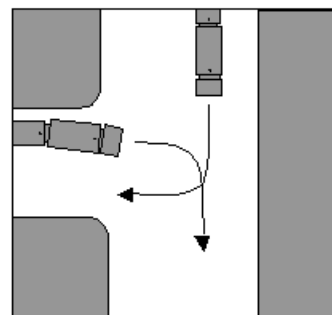


Fig 12