

Roads and Traffic Authority Roads Act 1993

Notice under Division 2 of Part 3 of the Road Transport (Mass, Loading and Access) Regulation 1996

I, Paul Forward, Chief Executive of the Roads and Traffic Authority, pursuant to Division 2 of Part 3 of the Road Transport (Mass, Loading and Access) Regulations 1996, make the Notice set forth hereunder so as to specify the areas and routes on which a prime mover and semi-trailer combination towing a converter dolly that complies with the requirements of the Road Transport (Mass, Loading and Access) Regulations 1996, and Schedule 4 to the Road Transport (Vehicle Registration) Regulation 1998, may be used subject to any general requirements set out in Parts 2, 3, 4 and 5 of the Schedule and any conditions set out in the Schedule.

**Paul Forward
Chief Executive
Roads and Traffic Authority**

SCHEDULE

PART 1 - PRELIMINARY

1.1 Citation

This notice may be cited as the Converter Dolly Combination Notice 2005.

1.2 Commencement

This Notice takes effect on the 1 January 2005.

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| Note: This Notice replaces the Converter Dolly Combination Notice 2000, published in Government Gazette No. 37 of 17 March 2000 at pages 2190 – 2194. |
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1.3 Limitation

This notice continues to have effect until 31 December 2010 unless it is amended or repealed earlier.

1.4 Interpretation

Unless stated otherwise, words and expressions used in this Notice have the same meaning as those defined in Part 6.

1.5 Application

This Notice applies to a prime mover and semi-trailer combination that is towing a converter dolly.

PART 2 - ROADS

2.1 Approved roads

2.1.1 A combination to which this Notice applies may only travel on those roads specified in Part 2 of Appendix 2 of the General B-Double Notice 1996 provided that any relevant conditions set out in that Notice are complied with.

2.1.2 In spite of subclause 2.1.1, a vehicle or combination must not travel on a road, bridge or structure where any posted mass or dimension limit would be exceeded.

2.1.3 Travel is permitted in both directions except where stated in Part 2 of Appendix 2 of the General B-Double Notice 1996, or where one way traffic only is permitted.

PART 3 - VEHICLE MASS AND DIMENSION LIMITS

3.1 Length

3.1.1 The prime mover and semi-trailer portion of the vehicle combination must not be more than 19 metres long.

3.1.2 The prime mover, semi-trailer and converter dolly combination must not be more than 26.0 metres long.

3.2 Mass

3.2.1 The gross mass of the converter dolly must not be more than 3 tonnes.

3.2.2 The total mass of the prime mover, semi-trailer and converter dolly combination, including any load carried on the semi-trailer, must not be more than 45.5 tonnes.

3.2.3 The manufacturer's gross combination mass ratings for the prime mover must be at least 45.5 tonnes.

3.2.4 The vehicle's manufacturer's ratings for any component vehicle of the combination must not be exceeded.

PART 4 - OPERATING REQUIREMENTS

4.1 Operating requirements

4.1.1 No person shall stand or drive on roads and road related areas, a combination to which this Notice applies, unless a copy of this Notice, together with a copy of the General B-Double Notice 1996, are carried in the driving compartment and produced to a police officer or an authorised officer if requested to do so.

4.1.2 A prime mover, semi-trailer and converter dolly combination must clearly display a warning sign in accordance with the requirements of Part 5 of this Notice.

4.1.3 All units used in the prime mover, semi-trailer and converter dolly combination must be registered in a State or Territory of the Commonwealth or under the federal Interstate Registration Scheme.

4.1.4 Whenever a converter dolly is towed by a prime mover/semi-trailer combination, the converter dolly must have lights and reflectors that comply with the requirements of Schedule 4 to the Road Transport (Vehicle Registration) Regulation 1998.

4.1.5 Whenever a converter dolly is towed by a prime mover/semi-trailer combination the converter dolly must have full mudguards that comply with the requirements of Schedule 4 to the Road Transport (Vehicle Registration) Regulation 1998.

4.1.6 Converter dollies with one axle group may have hinged or rigid drawbars. Single axle dollies with hinged drawbars must have a substantial and secure lock on the drawbar hinge.

4.1.7 The converter dolly service brake control lines should be disconnected, unless some means of preventing wheel lock-up is fitted to the vehicle.

4.1.8 The air supply to the converter dolly braking system must be maintained to ensure that, in the event of disconnection from the semi-trailer, the emergency brakes of the converter dolly will apply and remain applied for a period of not less than fifteen minutes.

PART 5 - WARNING SIGNS

5.1 Warning signs

5.1.1 Where the vehicle combination is more than 22 metres long, the converter dolly must have a warning sign fitted horizontally to the rearmost part of it. The warning sign must:

- a) show the words "LONG VEHICLE" in black, upper case letters at least 180 millimetres high in typeface Series B (N), complying with Australian Standard AS 1744 "Forms of Letters and Numerals for Road Signs";
- b) be durable and manufactured in one or two pieces from sheet steel 0.8 millimetres thick or an alternative material of at least equivalent stiffness;
- c) be at least 1.02 metres long by 250 millimetres high;
- d) be coated with yellow retro-reflective material (Class 1 or Class 2) which meets Australian Standard AS 1906 "Retro-reflective Materials and Devices for Road Traffic Control Purposes";
- e) have a black border;
- f) 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;

- g) be mounted so that no part of it is:
- (i) more than 1.8 metres above the ground; or
 - (ii) less than 500 millimetres above the ground.

5.1.2 If the warning sign described in 4.3.1 is in two pieces, the word "LONG" must appear on one piece and the word "VEHICLE" on the other.

PART 6 - GLOSSARY OF TERMS

In this notice:

“axle group” means a single axle group, tandem axle group, twinsteer axle group, tri-axle group or quad axle group.

“converter dolly” means a trailer with one axle group or single axle and a fifth wheel coupling designed to convert a semi-trailer into a dog trailer.

“dog trailer” means a trailer (including a trailer consisting of a semi-trailer and converter dolly) with:

- (a) one axle group or single axle at the front that is steered by connection to the towing vehicle by a drawbar, and
- (b) one axle group or single axle at the rear.

“drawbar” means a part of a trailer (other than a semi-trailer) that connects the trailer body to the coupling for towing purposes.

“fifth wheel coupling” means a device, other than the upper rotating element and the kingpin (which are parts of a semi-trailer), used with the prime mover, semi-trailer or a converter dolly to permit quick coupling and uncoupling and to provide for articulation.

“load” in relation to a vehicle or combination, includes anything that is normally removed from the vehicle or combination when not in use, but, if the vehicle or combination is not constructed to carry anything that is not normally removed from that vehicle or combination when not in use, does not include:

- (a) tools, equipment or substances necessary for the vehicle or combination to function, or for any load to be restrained, or
- (b) any personal items used by the driver.

“prime mover” means a motor vehicle built to tow a semi-trailer.

“road” means an area that is open to and used by the public and is developed for, or has one of its main uses, the riding or driving of motor vehicles.

“road related area” means:

- (a) an area that divides a road,
- (b) a footpath or nature strip adjacent to a road,
- (c) an area that is open to the public and is designated for use by cyclists or animals,

- (d) an area that is not a road and that is open to or used by the public for driving, riding or parking motor vehicles, or
- (e) any other area that is open to and used by the public and that has been declared, in accordance with subsection 6 of section 264A of the Roads Act, to be an area to which specified regulations apply.

“semi-trailer” means a trailer that has:

- (a) one axle group or single axle towards the rear, and
- (b) a means of attachment to the prime mover that would result in some of the load being imposed on the prime mover.

“single axle” means an axle not forming part of an axle group.

“single axle group” means a group of two or more axles, in which the horizontal distance between the centre lines of the outermost axles is less than 1 m.

“trailer” means a vehicle that is built to be towed, or is towed, by a motor vehicle, but does not include a motor vehicle that is being towed.

“vehicle” means any description of vehicle on wheels and includes the vehicle’s equipment and any substances that the vehicle is carrying that are essential for its operation.