

# Victoria's HPFV Networks for 30 metre 85.5 tonne A-Doubles

## What is the difference between current B-Doubles and HPFV A-Doubles?

B-Doubles are up to 26 metres long and have a Gross Combination Mass (GCM) up to 68.5 tonne. In Victoria, a High Productivity Freight Vehicle (HPFV) is a heavy vehicle combination that exceeds 26 metres and/or has a GCM in excess of 68.5 tonne.

## What roads can be accessed by HPFVs?

The Victorian HPFV network is being developed with a focus on providing access to primary freight routes connecting with Victorian Ports, interstate links and key industries.

VicRoads is progressively assessing more freight routes to continue to expand the HPFV network. The A-Double maps and details of Victoria's A-Double HPFV network are available on VicRoads website via <https://www.vicroads.vic.gov.au/business-and-industry/heavy-vehicle-industry/heavy-vehicle-map-networks-in-victoria>

## Why are there three HPFV A-Double reference vehicle designs and networks?

Depending on the freight task, one of the HPFV A-Double reference vehicle designs will be more suited than the others. Also, each design has a different impact on the bridges on the networks resulting in a higher approved GCM on some routes depending on the choice of reference vehicle design.

## Why are the HPFV A-Double networks different to Victoria's current B-Double network?

Not all roads and road infrastructure can safely provide access to HPFVs that are longer and heavier than 68.5 tonne B-Doubles. This can be as a result of bridges that have not been built to cater for the heavier HPFVs or the road geometry is not suitable for vehicles longer than 26 metres.

## What do the different coloured roads stand for on the HPFV A-Double networks?

To help distinguish the HPFV access status of different roads the following colours have been used:

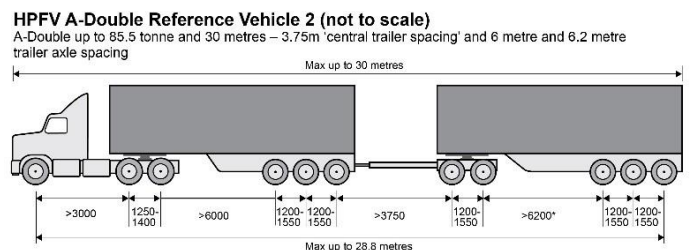
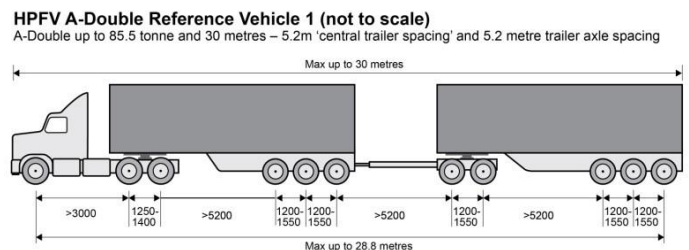
- Green = approved for HPFV at full mass
- Orange = approved for HPFV at reduced mass
- Blue = approved for HPFV at full mass following highway upgrade
- Red = restricted to 68.5 tonnes
- Purple = currently under assessment

## What are the specific mass limits and axle spacings?

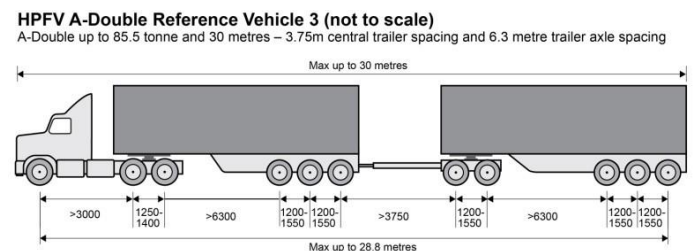
The mass limits for B-Double HPFV operating on the network are as follows:

- Steer Axle – 6.0 tonnes
- Steer Axle – 6.5 tonnes<sup>1</sup>
- Drive Axle or Tandem Axle Group – 17.0 tonnes
- Tri-Axle Groups – 22.5 tonnes
- Overall – 85.5 tonnes

In relation to axle spacings, the combination must meet the following minimum and maximum axle spacings to safely cross all the structures on the network (the figures are in millimetres):<sup>2</sup>



Note – \*spacing may be reduced to 6.125m should all other spacings comply



Note – 'central trailer spacing' length is the distance between the centre point of the rear axle of the lead Semi Trailer and the centre point of the front axle of the Dolly Trailer.

<sup>1</sup> Provided the complying steer axle requirements as set out in the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation* are met by the prime mover.

<sup>2</sup> Combinations that do not comply with the minimum and maximum axle spacings noted above will require a bridge assessment on the nominated route.

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## What are the specific dimension limits?

The dimension limits for A-Doubles on the HPFV Mass network are as follows:

- Maximum Length – 30 metres<sup>3</sup>
- Maximum Height – 4.3 metres
- Maximum Width – 2.5 metres

## What are the operating conditions on the HPFV Mass Network?

The following conditions apply to operate A-Doubles on the HPFV Mass Networks:

- Satisfy Level 2 Performance Based Standards (PBS) (refer the [National Heavy Vehicle Regulator](#) website for further information);
- HPFV A-Doubles are fitted with a GPS device accredited under the Intelligent Access Program (IAP);
- Fitment of a certified On Board Mass (OBM) system that can be integrated with IAP<sup>4</sup>;
- The A-Double (prime mover and trailers) is accredited under the Mass Management module of the National Heavy Vehicle Accreditation Scheme;
- The A-Double has an anti-lock braking system fitted on all axles;
- Certified Road Friendly Suspension (RFS) is fitted to the A-Double;
- The A-Double displays a road train warning sign at its front and rear, or a long vehicle warning sign at its rear.

## What about rail level crossings on the network?

In line with the *Transport (Compliance and Miscellaneous) Act 1983*, heavy vehicles that exceed 26.0 metres in length require a permit before they are allowed to cross a rail level crossing.

Consequently, prior to operating the combination, the registered owner must obtain a permit from the Over Dimension Load team as part of the Department of Economic Development, Jobs, Transport and Resources. Applications stating the length of the A-Double and the time of day(s) of the journey must be sent to [odlpermit@ecodev.vic.gov.au](mailto:odlpermit@ecodev.vic.gov.au). Please be aware that applications can take up to **five days** to process.

For more information please contact the following number – 9655 6134. (More information can also be found at the [Department's website](#)).

<sup>3</sup> The maximum length of the combination can exceed 30 metres provided the extreme axle spacing does not exceed 28.8 metres and all other PBS Level 2 requirements are met.

<sup>4</sup> While fitment of an approved OBM system has been specified as an access condition, it is recognised that such systems are not currently available. Accordingly, this requirement is waived until such time as when advice is provided by VicRoads that an OBM system must be fitted to the combination in accordance with the specifications and standards set by Transport Certification Australia.

## How do I obtain approval to operate an A-Double on the network?

A PBS vehicle approval must be obtained to operate an A-Double on the HPFV A-Double network. A permit will be required to operate on the network. More information on PBS and permits can be found on the [National Heavy Vehicle Regulator](#) website.