

# Frequently Asked Questions

## A-double (36.5m) Bedforddale Hill Access Trial

Main Roads has introduced a Restricted Access Vehicle (RAV) access trial under a permit arrangement to allow 36.5m A-double combinations, to operate on Albany Highway between Armadale Road and the Bedforddale Road Train Assembly Area.

### Can anyone participate in the trial?

Any accredited operator can apply for a permit to participate in the trial, provided the vehicle combination used is an A-double combination (Prime mover, semi-trailer towing a 5 or 6 axle dog trailer), not exceeding 36.5m in length. Eligibility to participate in the access trial is subject to the following conditions:

- A-double combinations consisting of tri axle trailers and a tri axle dolly may operate up to Concessional AMMS Level 3 mass limits provided transport operators have a valid AMMS permit issued to the vehicle, which must be used in conjunction with the trial permit. A-double combinations consisting of tandem axle trailers and/or a tandem axle dolly will be restricted to statutory mass limits.
- All vehicles must be installed with a Transport Certification Australia (TCA) type-approved telematics in-vehicle unit, which can support the application of Hill Descent Monitoring (HDM).
- All vehicles must be enrolled under the application of (HDM) using a TCA Certified Service Provider, to ensure all vehicles stop in the Road Train Assembly Area at the top of Bedforddale Hill to check brakes, commence descent in the appropriate low gear and not exceed a maximum speed of 40km/h when descending Bedforddale Hill. These actions are essential to minimise braking temperatures and risk of brake failure.
- All vehicles must be fitted with and utilise an auxiliary braking system when descending Bedforddale Hill. Drivers must be familiar with the operation of the particular auxiliary braking system. This is also essential to minimise service brake temperatures and risk of brake failure.
- The prime mover in the participating vehicle combination must be fitted with an Antilock Braking System (ABS) or Electronic Braking System (EBS);
- The trailers in the participating vehicle combination must be fitted with a Trailer Electronic Braking System (TEBS) with a Rollover Stability System (RSS); this will ensure improved braking performance and stability under braking.
- Vehicles must be fitted with a driver fatigue and distraction monitoring system, with appropriate governance in place to ensure events are managed effectively.
- One forward facing camera and one rear-facing camera must be mounted on the prime mover and must operate in accordance with *the Hill Descent Monitoring (HDM) Video Recording Requirements* available on the [Access Trials](#) page on the Main Roads website. The rear-facing camera must be positioned on the driver's side of the prime mover. This will assist Main Roads to identify the cause of any incidents that may occur and monitor the impact on other traffic.
- The prime mover must be fitted with an engine that meets emission standards as specified in the *Vehicle Standard (Australian Design Rule 80/03 - Emission Control for Heavy Vehicles) 2006* (equivalent to Euro 5 Standards).
- Vehicles will be restricted to travel in the left hand lane, unless they are required to overtake a slower moving vehicle to avoid



overuse of the service brake.

- The operator must participate in brake temperature testing and ensure drivers are cooperative during the testing. This will only occur on occasion and will only delay the vehicle for a short time. This is an essential part of the trial required to validate simulated braking temperature results.

### **How long will the trial be in place?**

The trial will be in place for an initial period of 12 months at which time it will be reviewed.

### **What is the purpose of the trial?**

The main purpose of the trial is to validate braking temperature results provided as part of the *Assessment of Steep Gradients for 36.5 metre RAV Access Report*, conducted by the Australian Road Research Board (ARRB). The report together with onsite route assessments, conducted by HVS, indicated no safety concerns for 36.5m A-double combinations. However, further brake temperature testing will be conducted by Main Roads during the trial to ensure braking temperatures are consistent with those indicated in the report.

### **What roads are included in the trial permit?**

Whilst Albany Highway is approved for Tandem Drive RAV Network N7.3 from the Bedforddale Hill Road Train Assembly Area to Chester Pass Road in Albany, the trial permit provides specific access for 36.5m A-double combinations on Albany Hwy, between the Road Train Assembly Area and Armadale Rd, as well as Armadale Rd from Albany Hwy to Tonkin Hwy. This access will provide transport operators with improved access to the metro area, removing the requirement for drivers to break down these particular vehicle combinations at the Bedforddale Road Train Assembly Area.

### **How do I apply to participate in the trial?**

Transport operators wanting to participate in the trial are required to complete the *A-double (36.5m) Bedforddale Hill Access Trial Permit Application* form, located on the Access Trials page on the Main Roads website at <https://www.mainroads.wa.gov.au/UsingRoads/HVS/Pages/Access-Trials.aspx>.

### **What is Hill Descent Monitoring (HDM)?**

HDM is a telematics safety application provided via the National Telematics Framework, administered by Transport Certification Australia (TCA), which is used to monitor vehicles operating on steep descents.

### **My vehicle is already installed with a telematics In Vehicle Unit (IVU). Will it support the HDM application?**

If the vehicle is fitted with a TCA type-approved telematics IVU, then it will support the HDM application.

Transport operators will be responsible for enrolling participating vehicles into the HDM application prior to a trial permit being issued, and any additional costs associated with the provision of monitoring performed by the Certified Service Provider.

### **Will my vehicle be monitored 24/7?**

Main Roads will only receive data when vehicles travel into the Road Train Assembly Area and within the Heavy Vehicle Speed Zone on Albany Highway (Bedforddale Hill). The data enables Main Roads to check that the vehicle has stopped in the Road Train Assembly Area and has descended Bedforddale Hill at a speed not exceeding 40km/h.

### **What happens if the data provided to HVS from the HDM application identifies non-compliance?**

If HVS identifies non-compliance to any access conditions during the trial, it may result in the operator being excluded from the trial.

### **How do I find out more information?**

For more information you can call our Heavy Vehicle Helpdesk on 138 486 or visit the Access Trials page on our website at

<https://www.mainroads.wa.gov.au/UsingRoads/HVS/Pages/Access-Trials.aspx>

