

Frequently Asked Questions

AB- triple (36.5m) Roelands Hill Trial

Main Roads has introduced a Restricted Access Vehicle (RAV) access trial under a permit arrangement to allow (RAV) Category 7 (A) AB-triple combinations, with a tri axle dolly and tri axle trailers to descend Roelands Hill.

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 a RAV Category 7 AB-triple with a tri axle dolly and tri axle trailers, subject to the following conditions:

- 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 heavy vehicle inspection bay at the top of Roelands Hill to check brakes, commence descent in the appropriate low gear and not exceed a maximum speed of 40km/h when descending Roelands 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 Roelands 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.
- One forward facing camera and one rear-facing camera must be mounted on the prime mover. 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.
- 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) in 2016. The report together with onsite route assessments, conducted by HVS, indicated no safety concerns for AB-triple combinations. 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 section of Coalfields Highway does the trial apply to?

Coalfields Highway is approved for Tandem Drive RAV Network N7.3 from Collie Lake King Road to the Rest Area – Road Train Assembly Area, approximately 13.5 km from the South Western Highway intersection. The trial will allow specific access between the Rest Area – Road Train Assembly Area and South Western Highway, providing connectivity through to Bunbury without the need to break down.

Can I operate at concessional mass limits?

Yes, you can operate up to AMMS level 3 mass limits, provided you have a valid AMMS permit issued to the vehicle which must be used in conjunction with the trial permit.

How do I apply to participate in the trial?

Transport operators wanting to participate in the trial are required to complete the *AB-triple (36.5m) Roelands Hill Trial Permit Application* form located on the Access Trials page on the Main Roads website.

What is Hill Descent Monitoring (HDM)?

HDM is a telematics safety application of the National Telematics Framework, administered by Transport Certification Australia (TCA), which can be 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 on Coalfields Highway, between the heavy vehicle inspection bay and South Western Highway. The data only confirms to Main Roads that the vehicle has stopped in the heavy vehicle inspection bay and is descending Roelands Hill at a speed not exceeding 40km/h.

What happens if the data provided to HVS from the HDM application identifies non-compliances?

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

www.mainroads.wa.gov.au

