



**Ministry of Transport**  
TE MANATŪ WAKA

WELLINGTON, NEW ZEALAND

PURSUANT to sections 152 and 155(a) and (b) of the Land Transport Act 1998

I, **Harry James Duynhoven**, Minister for Transport Safety,

**HEREBY** make the following ordinary rule:

Land Transport Rule: Vehicle Dimensions and Mass Amendment

**SIGNED AT** Wellington

This *11<sup>th</sup>* day of *December* 2007

**Harry James Duynhoven**  
Minister for Transport Safety

**Land Transport Rule**

**Vehicle Dimensions and Mass Amendment (No 2) 2007**

**Rule 41001/3**

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**Land Transport Rule**  
**Vehicle Dimensions and Mass**  
**Amendment (No 2) 2007**

**Rule 41001/3**



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## Objective of the Rule

**Land Transport Rule: Vehicle Dimensions and Mass Amendment (No 2) 2007** amends *Land Transport Rule: Vehicle Dimensions and Mass 2002* (the Rule), which specifies requirements for dimensions and mass limits for heavy vehicles operating on New Zealand roads, so that vehicles (in particular, truck and trailer combinations) are operated safely.

The objective of this amendment Rule is:

- to allow the wheels of rigid vehicles to extend 25 mm beyond the maximum width, which will allow those vehicles to be fitted with extra brake equipment and to take advantage of the load limits permitted by the Rule;
- to allow one steering axle in a quad-axle set on a heavy motor vehicle to be locked in the straight-ahead position if the speed of the vehicle is 30 km or more an hour, which could improve dynamic stability at higher speed without causing pavement damage at low-speed sharp corners;
- to change the terminology and size used in describing the dimensions of concrete pipes transported as overdimension loads;
- to correct an error in *Table 6.1* in relation to the size limits of category 3(a) vehicles;
- to amend the definition of ‘twin-steer axle set’ to make spacing consistent with international manufacturers’ practice.

## Extent of consultation

For the purposes of consultation, a number of amendments proposed to *Land Transport Rule: Vehicle Dimensions and Mass 2002* and nine other Land Transport Rules were combined into a single draft Rule, *Land Transport Rule: Omnibus Amendment 2007* (the Omnibus Amendment Rule).

On 3 August 2007, Land Transport New Zealand sent details of the proposed amendments by letter or email to about 2500 groups and individuals who had registered an interest in the Rules to be amended, seeking submissions. The draft Omnibus Amendment Rule was made available through the Land Transport NZ Help Desk and, together with Questions and Answers, was also available on the Land Transport NZ website. The availability of the draft for comment was publicised in the metropolitan daily newspapers in Auckland, Hamilton, Wellington, Christchurch and Dunedin and in the *New Zealand Gazette*. Land Transport NZ received 35 submissions on the draft Omnibus Amendment Rule, of which three commented on the proposed amendments in this Rule.

Following consultation, the provisions in the draft Omnibus Amendment Rule were split into 10 separate amendment Rules, including this Rule. The submissions that were received were taken into account in drafting this amendment Rule before it was submitted to the Minister for Transport Safety for signing.





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## Section 1                      Application

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### 1.1                                      Title

1.1(1)                                      This Rule is *Land Transport Rule: Vehicle Dimensions and Mass Amendment (No 2) 2007*.

1.1(2)                                      This Rule amends *Land Transport Rule: Vehicle Dimensions and Mass 2002*.

### 1.2                                      Date when Rule comes into force

This Rule comes into force on 17 January 2008.

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## Section 2                                      Amendments relating to vehicle dimensions and mass

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### 2.1                                      Specific requirements for mass and dimension limits

*Subclause 4.1(4)* is amended by inserting the following paragraph:

“(j)    the wheels, on a rear steering single large-tired axle of a rigid vehicle, that extend not more than 25 mm from either side of the vehicle.”

### 2.2                                      Axle requirements for heavy motor vehicles

*Clause 4.2* is amended by substituting the following paragraphs for *paragraphs 4.2(11)* and *4.2(12)*:

“4.2(11) If a semi-trailer has a quad-axle set, the two rearmost or the foremost and rearmost axles must be steering axles capable of turning in both directions

through an angle of at least 15 degrees; except that the foremost of the two steering axles may be locked in the straight-ahead position at a speed of 30 km/h or more.

“4.2(12) A steering axle in 4.2(11) must be certified for compliance by a vehicle inspector or inspecting organisation.”

## 2.3 **Overdimension motor vehicles and overdimension loads**

2.3(1) *Paragraph 6.2(4)(b)* is amended by substituting “a minimum nominal bore of 300 mm” for “a minimum diameter of 400 mm”.

2.3(2) *Table 6.1* is amended by substituting the following row for the row relating to “Category 3(a)” motor vehicles:

<p><b>Category 3(a)<sup>1</sup></b></p>	<p><b>Width/forward distance<sup>2</sup>:</b>          exceeding 2.5 m/13.3 m and exceeding 4.5 m/8.5 m up to and including 2.5 m/20 m, up to and including 5 m/20 m and up to and including 5 m/8.5 m</p> <p>MAY ALSO INCLUDE:</p> <p><b>Length<sup>3</sup>:</b> up to and including 35 m</p> <p>AND/OR</p> <p><b>Front overhang:</b> up to and including 10 m</p> <p>AND/OR</p> <p><b>Rear overhang<sup>4</sup>:</b> up to and including 7 m</p>	<p>Excess projections delineated with panels (see 6.10)</p> <p>'OVERSIZE' sign (see 6.11)</p> <p>Revolving amber light</p> <p>Headlights on low beam during daylight hours (see also 6.7)</p>	<p>Restriction Level 3 (see 6.12)</p>	<p>One Class 2 pilot plus One Class 1 pilot</p> <p>(Additional pilots if required under section 7)</p>
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## **Section 3                      Amendment to definitions**

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### **2.4                                      Substitution of definition**

The definition of “twin-steer axle set” in *Part 2* is amended by substituting “an axle set of two axles” for “a tandem axle set”.