



Ministry of **Transport**

TE MANATŪ WAKA

WELLINGTON, NEW ZEALAND

PURSUANT to sections 152, 155(a), 157 and 159 of the Land Transport Act 1998

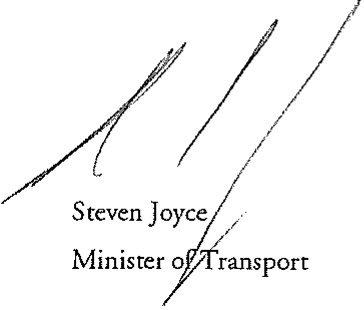
I, **Steven Joyce**, Minister of Transport,

HEREBY make the following ordinary rule:

Land Transport Rule: Vehicle Dimensions and Mass Amendment

SIGNED AT Wellington

This *29th* day of *March* 2010


Steven Joyce
Minister of Transport

Land Transport Rule
Vehicle Dimensions and Mass Amendment 2010

Rule 41001/5

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Land Transport Rule
Vehicle Dimensions and Mass
Amendment 2010

Rule 41001/5

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Objective of the Rule

Land Transport Rule: Vehicle Dimensions and Mass Amendment 2010 amends *Land Transport Rule: Vehicle Dimensions and Mass 2002* (the Rule), which specifies requirements for dimension and mass limits for vehicles operating on New Zealand roads. The Rule has established a regulatory regime so that vehicles, particularly heavy truck-and-trailer combinations, are operated safely.

The objective of the amendment Rule is to improve the productivity of the heavy vehicle fleet so that freight can be moved more efficiently and, where possible, enable a given amount of freight to be carried on fewer vehicles, without reducing the safety of road users.

The general maximum envelope of dimension and mass limits prescribed by the Rule – allowing 20 metres and 44 tonnes respectively – is retained while the amendment Rule:

- revises the dimension limits that apply to heavy motor vehicles;
- allows for the granting of permits for ‘high-productivity motor vehicles’ to operate on approved routes at greater dimension and mass limits than those that would otherwise be allowed under the Rule.

The amendment Rule also includes a number of other changes that address issues raised by the transport industry or local authorities. The amendment Rule:

- extends the overall length allowed for certain types of ‘rigid bus’ to reflect the dimensions currently permitted for some buses under exemptions;
- allows buses to be fitted with bicycle racks, which may project beyond the

allowed overall length or dimension of the vehicle;

- removes a requirement for verification of certain overdimension farm vehicles that may be excluded from travel time restrictions in the Rule if they are able to travel without projecting outside of the lane they are using.

Extent of consultation

In December 2007, the Government agreed that the Ministry of Transport should proceed with the development of an enhanced permit system to allow vehicles to operate outside the prescribed dimension and mass limits on specified (ie, suitable) routes. This included conducting trials that allowed heavier and longer vehicles to operate on specified routes.

Starting in early 2008, the Ministry of Transport and the then Land Transport New Zealand discussed the proposals for amending the dimensions and mass requirements under which heavy vehicles operate with a wide range of interested groups. These included heavy vehicle manufacturers, vehicle working groups, transport operators, roading engineers, road controlling authorities and transport users. Several major freight operators and vehicle manufacturers were further consulted on a number of technical aspects after public consultation.

Formal consultation on the proposed Rule changes began in June 2009, when the public consultation (yellow) draft of the amendment Rule was released for comment. A letter or emailed advice about the availability of the yellow draft was sent to about 700 interested organisations and individuals, and copies of the yellow draft were sent to key stakeholder groups. The availability of the yellow draft was publicised in metropolitan and selected regional daily newspapers, and in the *New*

Zealand Gazette. The yellow draft was also made available, together with Questions and Answers, on the NZ Transport Agency's website.

The NZ Transport Agency received 286 submissions by the closing date of 24 July 2009, and a further five late submissions were received.

The changes relating to rigid bus dimensions, bicycle racks and overdimension farm vehicles were consulted on separately as part of *Land Transport Rule: Omnibus Amendment 2009*, which brought together drafts of proposed amendments to nine Land Transport Rules. The NZ Transport Agency released the yellow draft of the amendment Rule in November 2009. About 1800 organisations and individuals were advised of the amendment proposals and the yellow draft was made available nationally through the established Rule consultation process. The NZ Transport Agency received 257 submissions on the draft Omnibus Amendment Rule, of which 254 related to these three amendment proposals.

After taking into account the submissions received on both draft amendment Rules, all the amendment proposals were brought together in this Rule. Comments made in submissions were considered in redrafting the Rule before it was submitted to Cabinet and to the Minister of Transport for signature.

Part 1 **Rule requirements**

Section 1 **Application**

1.1 **Title**

1.1(1) This Rule is *Land Transport Rule: Vehicle Dimensions and Mass Amendment 2010*.

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 1 May 2010.

Section 2 **Amendment to Objective**

2.1 **Objective of the Rule**

The Objective of the Rule is amended by substituting the following paragraph for paragraph 3:

“The Rule largely carries over from the previous legislation the general maximum envelope of dimension and mass limits, allowing 20 metres and 44 tonnes respectively. It allows for permits to be granted for high-productivity motor vehicles to operate on specified routes at greater dimension and mass limits than otherwise allowed. For heavy vehicles that are not high-productivity motor vehicles, the overdimension and overweight policies have been rationalised in relation to road and infrastructure requirements, hazard warning systems, piloting and travel times.”

Section 3 Amendments to Rule requirements

3.1 Compliance with SRT

Clause 3.3 is amended by adding the following subclause:

“3.3(5) For the avoidance of doubt, a high-productivity motor vehicle must comply with the minimum SRT requirements, except if the vehicle is a vehicle described in 3.3(4)(g).”

3.2 General requirements for dimension and mass limits

3.2(1) *Clause 4.1* is amended:

(a) by inserting the following subclause after *subclause 4.1(3)*:

“4.1(3A) A high-productivity motor vehicle, operating in accordance with a permit issued under 5.2, that does not comply with a dimension requirement in *Table 4.1* listed in 5.2(4), may comply instead with a variation to that requirement approved under 5.2(4) and specified on the permit.”

(b) by inserting the following subclause after *subclause 4.1(4)*:

“4.1(4A) A bicycle rack fitted to the front of a bus of Class MD3, MD4 or ME is not included in determining the overall length or forward distance of the bus, provided that the vehicle complies with the applicable swept path performance measures in *Schedule 8*.”

3.2(2) *Table 4.1* is amended:

(a) by substituting the following rows for the rows relating to overall length (excluding collapsible mirrors):

“Overall length (excluding collapsible mirrors)	
Towing vehicle, full trailer, pole trailer (excluding load)	11.5
Simple trailer	12.5
Rigid vehicle (not towing)	12.6
Rigid bus with three axles where the rearmost axle is a single-tyred steering axle that is:	13.5
(a) either positively and continuously linked to the front steer axle (except may be locked for reverse or high-speed operations); or	
(b) automatically locked at a speed of 30 km/h in the straight-ahead position or for reverse operations	
Articulated bus	18
Towing vehicle and semi-trailer with:	
- a quad-axle set with two steering axles;	18
- any other axle set	19
Towing vehicle and full trailer:	
- excluding load;	20
- including load if load overhanging the rear of the trailer does not exceed 2.3 m in width, or 1.15 m from the longitudinal centre-line of the vehicle	22
Towing vehicle and simple trailer	22
Any other combination of vehicles	20"

- (b) by substituting the following rows for the rows relating to forward distance (excluding collapsible mirrors):

“Forward distance (excluding collapsible mirrors)	
Rigid vehicle	8.5 if fitted with tow coupling; 9.5 otherwise
Full trailer, simple trailer, pole trailer with drawbar at full extension, articulated bus (both front and rear sections)	8.5
Semi-trailer	9.2”

- (c) by substituting the following rows for the rows relating to rear overhang:

“Rear overhang	
Heavy rigid vehicle	4.0 or 70% of wheelbase (whichever is less) for a vehicle whose rearmost axle is a non-steering axle 4.25 or 70% of wheelbase (whichever is less) for a vehicle whose rearmost axle is a steering axle
Articulated bus, heavy simple trailer, heavy pole trailer with one axle set	4.0 or 50% of forward distance (whichever is less)
Heavy semi-trailer other than a Class TC caravan trailer	4.3 or 50% of forward distance (whichever is less)

(continued)

Heavy full trailer, heavy pole trailer with two axle sets	4.0 or 50% of wheelbase (whichever is less)
Class TC caravan trailer that is a semi-trailer	4.0 or 65% of forward distance (whichever is less)
All other vehicles	4.0"

- (d) by substituting the following rows for the rows relating to tow coupling position (for towing heavy trailer):

“Tow coupling position⁵ (for towing heavy trailer)	
Full trailer	45% of wheelbase of towing vehicle
Simple trailer	At least 700 mm rearward of the rear axis of the towing vehicle and not more than a distance equal to 50% of wheelbase
Articulated bus	45% of wheelbase of the leading unit”

3.2(3)

Clause 4.1 is amended by inserting the following after *subclause 4.1(10)*:

- “4.1(10A) A towing vehicle and full trailer combination with an overall length of more than 21 m, and a height of any substantive overhang above the ground greater than 0.55 m, must be fitted with an adjustable or removable rear underrun protection device that meets the technical requirements of *UN/ECE Regulation 58: Uniform provisions*

concerning the approval of: I. Rear underrun protective devices (RUPDs), II. Vehicles with regard to the installation of an RUPD of an approved type, III. Vehicles with regard to their rear underrun protection (RUP).

“4.1(10B) A rear underrun protection device fitted to a vehicle in 4.1(10A) must be certified for compliance with 4.1(10A) by a vehicle inspector or inspecting organisation.”

3.3

Axle requirements for heavy motor vehicles

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

- “4.2(11) A semi-trailer with a quad-axle set must have either:
- “(a) a single rear steering axle where:
 - “(i) the steering axle is the rearmost axle; and
 - “(ii) the steering axle is capable of turning in both directions through an angle of at least 15 degrees; or
 - “(b) two rear steering axles where:
 - “(i) the steering axles are the two rearmost axles or the foremost and the rearmost axles; and
 - “(ii) both steering axles are 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 semi-trailer with a quad axle set containing a steering axle must be certified for compliance with 4.2(11) by

a vehicle inspector or inspecting organisation.”

3.4 **Gross mass limits**

Subclause 4.3(6) is amended by substituting “36,000 kg” for “32,000 kg”.

3.5 **Road mass limits**

3.5(1) *Subclause 4.5(1)* is amended by inserting “Part A of” before “Schedule 2”.

3.5(2) *Clause 4.5* is amended by inserting the following after *subclause 4.5(1)*:

“4.5(1A) A high-productivity motor vehicle that is operating in accordance with a permit issued under 5.2 must not exceed the mass limits applicable to the axles, axle sets and the gross mass in Part B of *Schedule 2*.”

3.6 **Towing requirements**

Subclause 4.6(4) is amended by substituting the following for *paragraph (e)*:

“(e) a vehicle operating under *section 5* or *section 6*.”

3.7 **New section substituted**

Section 5 is revoked and the following section is substituted:

“Section 5 Permits for overweight and high-productivity motor vehicles

“5.1 Permits for overweight vehicles transporting indivisible loads

“5.1(1) A road controlling authority may issue a permit under this clause for a heavy motor vehicle that:

“(a) exceeds the mass limits in *section 4*; and

“(b) transports an indivisible load; and

“(c) is not a high-productivity motor vehicle.

“5.1(2) A permit may be issued under this clause only if the road controlling authority has given due consideration to:

“(a) the safety of the vehicle; and

“(b) the safety of road users; and

“(c) the durability of roads and bridges on which the vehicle may operate.

“5.1(3) A permit issued under this clause may specify conditions, which may include the following:

“(a) the heavy motor vehicle’s maximum gross mass and axle mass;

“(b) the period of travel;

“(c) the number of trips the vehicle is allowed to make;

“(d) restrictions on the vehicle’s speed;

“(e) restrictions relating to weather conditions;

“(f) the roads or types of road on which the vehicle may operate;

“(g) the type and amount of the load transported;

“(h) the times of the day during which the vehicle may be operated;

“(i) any other conditions under which the vehicle may be operated.

“5.1(4) A vehicle for which a permit has been issued under this clause must also comply with the following conditions:

“(a) the vehicle must not exceed the gross vehicle mass, gross combination mass or maximum towed mass specified by the manufacturer of the vehicle; and

“(b) the vehicle must, if required under the *Road User Charges Act 1977*,

have a current licence issued under that Act for the actual gross weight of the vehicle.

“5.2 Permits for high-productivity motor vehicles

“5.2(1) In order to operate as a high-productivity motor vehicle, a heavy motor vehicle or heavy combination vehicle must have a permit to allow the vehicle to carry a divisible load and to:

“(a) exceed a gross mass of 44,000 kg; or

“(b) vary from a dimension requirement in *Table 4.1* listed in 5.2(4); or

“(c) both exceed a gross mass of 44,000 kg and vary from a dimension requirement in *Table 4.1* listed in 5.2(4).

“5.2(2) A road controlling authority may issue a high-productivity motor vehicle permit under this clause for a vehicle that complies with the dimension requirements in *Table 4.1* listed in 5.2(4) if:

“(a) the requirements in 5.2(6) are satisfied; and

“(b) the road controlling authority has duly considered:

“(i) the safety of the vehicle; and

“(ii) the safety of road users; and

“(iii) the durability of roads and bridges on which the vehicle may operate.

“5.2(3) The Agency or a road controlling authority may issue a high-productivity motor vehicle permit under this clause for a vehicle that does not comply with a dimension requirement in *Table 4.1* listed in 5.2(4) if:

- “(a) the requirements in 5.2(6) are satisfied; and
 - “(b) the variation from a dimension requirement in *Table 4.1* has been approved by the Agency, or an organisation or a person appointed by the Agency, in accordance with 5.2(4); and
 - “(c) the Agency or road controlling authority has duly considered:
 - “(i) the safety of road users; and
 - “(ii) the durability of roads and bridges on which the vehicle may operate.
- “5.2(4) The Agency, or an organisation or a person appointed by the Agency under 8.5(l), may approve for a high-productivity motor vehicle a variation from any of the following dimension requirements in *Table 4.1*:
- “(a) overall length;
 - “(b) forward distance;
 - “(c) rear overhang;
 - “(d) front overhang;
 - “(e) rear trailing unit distance;
 - “(f) articulated vehicle point of attachment;
 - “(g) tow coupling position;
 - “(h) coupling point distance;
 - “(i) inter-vehicle spacing;
 - “(j) outside turning circle in either direction for 360-degree turn.
- “5.2(5) In approving a variation under 5.2(4), the Agency or organisation or person appointed by the Agency, must be satisfied that the vehicle has the equivalent safety performance as a standard motor vehicle for the proposed roads to be used under the permit, and

- may impose any conditions it considers necessary to ensure this.
- “5.2(6) The axle and axle set requirements for the issue of a permit under this clause are:
- “(a) the applicable axle and axle set requirements and the gross mass limits in Part B of *Schedule 2* must be complied with; and
 - “(b) the towing vehicle must have two motor-driven axles in a tandem axle or tri-axle set, or three motor-driven axles in a tri-axle set; and
 - “(c) a semi-trailer that is not in a B-train must have a tri-axle or quad-axle set with no more than one steering axle; and
 - “(d) a semi-trailer in a B-train must have a tandem axle or a tri-axle set; and
 - “(e) a full trailer must have either:
 - “(i) two tandem axle sets; or
 - “(ii) one tandem axle set and one tri-axle set.
- “5.2(7) A vehicle operating as a high-productivity motor vehicle must comply with the following conditions:
- “(a) the gross mass of the vehicle must not exceed the gross vehicle mass, gross combination mass, maximum towed mass, or brake code mass if any of these limits apply to the vehicle; and
 - “(b) the gross mass, axle mass, or dimension requirements specified in the permit or, if not specified in the permit, the applicable requirements in section 4; and
 - “(c) the vehicle must, if required under the *Road User Charges Act 1977*, have a current licence issued

- under that Act for the actual gross weight of the vehicle; and
- “(d) the vehicle must comply with the requirements in 5.2(6); and
 - “(e) the vehicle must operate as a high-productivity motor vehicle only on the roads specified in the permit; and
 - “(f) the vehicle must display a high-productivity motor vehicle sign that complies with 5.7 when operating as a high-productivity motor vehicle.
- “5.2(8) A permit issued under this clause may specify additional conditions under which the vehicle may be operated that the road controlling authority considers necessary to ensure the safety of road users, the protection of infrastructure, or to provide for compliance with the permit (including tracking systems that allow the vehicle to be checked for route compliance).
- “5.2(9) A permit issued under this clause must:
- “(a) be produced for inspection on demand to an enforcement officer, or an authorised agent of the Agency or a road controlling authority; and
 - “(b) be carried in the vehicle for the period of travel covered by the permit.
- “5.2(10) For the avoidance of doubt, the operator of a high-productivity motor vehicle issued with a permit under this clause does not have to comply with the requirements in *sections 6 and 7*.
- “5.3 Roads under the control of other road controlling authorities**
- “5.3(1) If a permit allows a vehicle to exceed a gross mass of 44,000 kg and covers a road under the control of another road controlling authority, the road

- controlling authority that issues the permit must obtain the written approval of all the relevant road controlling authorities, for travel on roads under their control, given in accordance with 5.3(2).
- “5.3(2) Where an approval is required by 5.3(1), a road controlling authority may approve the issue of a permit by another road controlling authority for travel on roads under its control if it has duly considered, for those roads, the matters in 5.1(2), 5.2(2)(b) or 5.2(3)(c), whichever applies to the permit.
- “5.4 **Form of a permit**
- “A permit issued under this section must be:
- “(a) issued in *Form 1* in *Schedule 3*, or in a form having the same effect; and
- “(b) signed by a duly authorised officer of the road controlling authority.
- “5.5 **Fee for a permit**
- “The fee for the issue of a permit under this section is:
- “(a) prescribed under *regulation 7(1A)* of the *Heavy Motor Vehicle Regulations 1974*; and
- “(b) specified in *Schedule 4A* of those regulations.
- “5.6 **Revocation of a permit**
- “5.6(1) A road controlling authority may immediately revoke a permit issued by it under 5.1 if, in its opinion, due to adverse weather conditions, the continued operation of the heavy motor vehicle may cause extraordinary damage to the road.
- “5.6(2) A road controlling authority may immediately revoke a permit issued by it under 5.2 if, in its opinion, the

continued operation of the high-productivity motor vehicle may cause extraordinary damage to the road infrastructure.

- “5.6(3) The Agency may revoke a permit issued under this section, or may authorise the Commissioner to revoke the permit, if the Agency considers there is a significant risk to public safety.
- “5.6(4) A road controlling authority may revoke a permit issued by it under this section if it considers that any of the conditions of the permit have not been complied with.
- “5.6(5) The Agency may revoke a permit issued under 5.2 if it considers that any of the conditions of the permit have not been complied with.
- “5.6(6) Revocation under 5.6(3), 5.6(4) or 5.6(5) must be made as soon as is practicable by giving notice in writing to the operator of the vehicle, providing reasons for the revocation.
- “5.7 **High-productivity motor vehicle sign**
- “5.7(1) A high-productivity motor vehicle sign that is displayed on a high-productivity motor vehicle must:
- “(a) display the letter “H”; and
 - “(b) comply with the dimensions specified in *Figure 5* in *Schedule 4*; and
 - “(c) be mounted at the front and rear of the high-productivity motor vehicle, so that the sign can be seen clearly by drivers approaching from the front and rear; and
 - “(d) consist of retroreflective material with black lettering on a yellow-green background with a black border; and
 - “(e) comply with *AS/NZS 1906.1.1993, Retroreflective materials and devices for road traffic*

*control purposes, Part 1:
Retroreflective materials.*

- “5.7(2) A motor vehicle may not display a high-productivity motor vehicle sign unless it has a permit for a high-productivity motor vehicle.”

3.8

Scope of this section

Section 6 is amended by substituting the following for *clause 6.1*:

“6.1 Scope of this section

“6.1(1) This section applies to:

- “(a) standard motor vehicles that transport overdimension loads; and
- “(b) specialist overdimension motor vehicles; and
- “(c) motor vehicles designed primarily to transport overdimension loads.

“6.1(2) The vehicles must comply with the criteria specified in this section when operating on a road.

“6.1(3) This section does not apply to high-productivity motor vehicles.”

3.9

General operating requirements for overdimension motor vehicles

Clause 6.6 is amended by substituting the following for *subclause 6.6(11)*:

“6.6(11) A Category 1 or Category 2 motor vehicle does not have to comply with the travel time requirements specified in 6.12(3), 6.12(5) or 6.12(6) provided that the vehicle or any load or equipment it carries does not project outside the lane in which it is travelling; and

- “(a) the vehicle’s:
 - “(i) performance dimensions have been verified by a

person or an organisation approved by the Agency as meeting those of a maximum-sized standard motor vehicle, as specified in *Schedule 8*; and

- “(ii) load or equipment carried by or attached to the vehicle, or the vehicle itself, does not exceed the maximum dimensions specified by the approved person or organisation; or
- “(b) the vehicle is designed to be operated in connection directly with the operation or management of a farm.”

3.10 Responsibilities of operators

Clause 8.1 is amended by substituting the following for *subclause 8.1(2)*:

- “8.1(2) A person who operates an overdimension motor vehicle must comply with the applicable operating requirements in *section 5*, or *section 6* and *section 7*.”

3.11 Functions of the Agency

Clause 8.5 is amended by inserting the following after *paragraph (j)*:

- “(k) approve a variation from a dimension requirement in *Table 4.1* listed in *5.2(4)*, with or without conditions, for a high-productivity motor vehicle to operate in accordance with a permit issued under *5.2*;
- “(l) appoint an organisation or a person to issue approvals specified in *(k)*.”

Section 4 Amendments to Definitions

4.1 Insertion of definitions

Part 2 is amended by inserting the following definitions in the appropriate places:

“**Brake code mass** has the same meaning as in *Schedule 4 of Land Transport Rule: Heavy-vehicle Brakes 2006*.”

“**Gross combination mass** has the same meaning as in *Land Transport Rule: Heavy Vehicles 2004*.”

“**High-productivity motor vehicle** means a heavy motor vehicle or heavy combination vehicle that carries a divisible load and with or without a load:

“(a) exceeds a gross mass of 44,000 kg; or

“(b) varies from a dimension requirement in *Table 4.1* listed in *5.2(4)*; or

“(c) both exceeds a gross mass of 44,000 kg and varies from a dimension requirement in *Table 4.1* listed in *5.2(4)*.”

“**Maximum towed mass** has the same meaning as in *Land Transport Rule: Heavy Vehicles 2004*.”

4.2 Amendments to definitions

4.2(1) The definition of **B-train** is amended by substituting “1.4” for “1.3”.

4.2(2) The definition of **rear axis** is amended by substituting the following for *paragraph (d)*:

“(d) except as specified in *(da)*, in relation to a vehicle whose rear axle set includes one or more steerable axles in conjunction with one or more non-steering axles, means midway between the extreme non-steering axles of the set;

“(da) in relation to a semi-trailer with two non-steering axles at the front and two steering axles at the rear, means the centre-line of the second non-steering axle;”.

4.3

Revocation of definition

The definition of **Transit New Zealand** is revoked.

Section 5**Amendments to Schedules**

5.1

Amendments to Schedules

5.1(1)

Schedule 2 is amended by:

- (a) inserting the subheading “PART A GENERAL MASS LIMITS” after “[Ref. 4.5]”; and
- (b) inserting *Part B* of *Schedule 2* set out in the *Schedule* to this Rule.

5.1(2)

Schedule 3 is amended:

- (a) by substituting “Ref. 5.4” for “Ref. 5.1(4)”; and
- (b) by substituting “the Agency” for “Transit New Zealand” in *paragraph 3*; and
- (c) by revoking Form 2 (*Notice of Intention to Issue Overweight Permit*).

5.1(3)

Schedule 4 is amended by inserting, after *Figure 4*, the following figure:

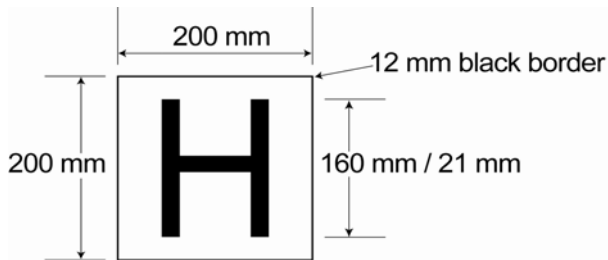


Figure 5 Dimensions of identification sign for high-productivity motor vehicle [Ref. 5.2(7)(f)]

Part 2

Schedule

**New Part B of Schedule 2 inserted
[Ref. 5.1(1)(b)]**

**“PART B MASS LIMITS FOR HIGH-PRODUCTIVITY
MOTOR VEHICLES**

Table 1 Maximum mass on individual axles

	Type of axle	Mass (kg)
1	Single standard tyres:	
	(a) in a twin-steer axle set, or in a tandem axle set with a twin or single large-tyred axle	5,400
	(b) in any other axle set	6,000
2	Single large-tyred:	
	(a) in a twin-steer axle set	5,400
	(b) in a quad-axle set	6,000
	(c) in a tandem axle set with two single large-tyred axles or in a tandem axle set with a single standard-tyred axle or in a tri-axle set	6,600
	(d) in any other axle set	7,200
3	Twin-tyred:	
	(a) in a quad-axle set	6,000
	(b) in a tri-axle set	7,000
	(c) in any other axle set	8,800
4	Oscillating axle, in any axle set	9,500

Table 2 Maximum sum of axle mass on two axles in a tandem axle set

	Type of axle	Mass (kg)
1	Two single standard-tyred axles:	
	(a) in a twin-steer set	10,800
	(b) not in a twin-steer set	11,000
2	Two single large-tyred axles:	
	(a) in a twin-steer set	10,800
	(b) not in a twin-steer set	13,000
3	Two twin-tyred axles:	
	(a) spaced less than 1.3 m from the first axle to the last axle	15,000
	(b) spaced 1.3 m or more from the first axle to the last axle	16,000
4	Twin-tyred axle:	
	(a) with a single large-tyred axle and 60/40 load share	13,600
	(b) with a single large-tyred axle and 55/45 load share	14,500
5	Single standard-tyred axle with an oscillating axle	13,000
6	Single standard-tyred axle with a single large-tyred axle	12,000
7	Single standard-tyred axle with a twin-tyred axle	13,300
8	Two oscillating axles	15,000

Table 3 Maximum sum of axle mass in a tri-axle set

Type of axle set	Mass (kg)
Three oscillating axles, three twin-tyred axles, or three single large-tyred axles:	
(a) spaced 2.0 m or more but less than 2.4 m from the first axle to the last axle	16,000
(b) spaced 2.4 m or more but less than 2.5 m from the first axle to the last axle	18,000
(c) spaced 2.5 m or more from the first axle to the last axle	19,000

Table 4 Maximum sum of axle mass in a quad-axle set

Type of axle	Mass (kg)
Quad-axle set with twin-tyred axles, or single large-tyred axles with one steering axle	22,000

Table 5 Maximum sum of mass on any two or more axles that together do not constitute a single tandem axle set, single tri-axle set or single quad-axle set, where distance from centre of first axle to centre of the last axle is 1.0 m or more but less than 1.8 m (including maximum gross mass)

	Type of axle	Mass (kg)
1	Two single standard-tyred axles	10,800
2	Two single large-tyred axles	12,000
3	A single standard-tyred axle with a single large-tyred axle or a twin-tyred axle	12,000
4	Any other two or more axles	14,500

Table 6 Maximum sum of mass on any two or more axles that together do not constitute a single tandem axle set, single tri-axle set or single quad-axle set, at the specified distances (including maximum gross mass)

Distance from the centre of the first axle to the centre of the last axle	Mass (kg)
1.8 m but less than 2.0 m	15,500
2.0 m but less than 2.5 m	16,000
2.5 m but less than 3.0 m	17,500
3.0 m but less than 3.3 m	19,000
3.3 m but less than 3.6 m	20,000
3.6 m but less than 4.0 m	21,000
4.0 m but less than 4.4 m	22,000
4.4 m but less than 4.5 m	23,000
4.5 m but less than 4.7 m	23,500
4.7 m but less than 5.0 m	24,000
5.0 m but less than 5.4 m	25,000
5.4 m but less than 5.5 m	26,000
5.5 m but less than 5.8 m	26,500
5.8 m but less than 6.0 m	27,000
6.0 m but less than 6.5 m	28,000
6.5 m but less than 7.0 m	29,500
7.0 m but less than 7.5 m	31,000
7.5 m but less than 8.0 m	32,500
8.0 m but less than 8.5 m	34,000
8.5 m but less than 9.0 m	35,000
9.0 m but less than 9.5 m	36,000
9.5 m but less than 10.0 m	37,000
10.0 m but less than 10.5 m	38,000
10.5 m but less than 11.0 m	39,000
11.0 m but less than 11.5 m	40,000
11.5 m but less than 12.0 m	41,000
12.0 m but less than 12.5 m	42,000
12.5 m but less than 13.0 m	43,000
13.0 m but less than 13.5 m	44,000
13.5 m but less than 14.0 m	45,000
14.0 m but less than 14.5 m	46,000
14.5 m but less than 15.0 m	47,000
15.0 m but less than 15.5 m	48,000
15.5 m but less than 16.0 m	49,000
16.0 m but less than 16.5 m	50,000
16.5 m but less than 17.0 m	51,000
17.0 m but less than 17.5 m	52,000
17.5 m but less than 18.0 m	53,000
18.0 m but less than 18.5 m	54,000
18.5 m but less than 19.0 m	55,000
19.0 m but less than 19.5 m	56,000
19.5 m but less than 20.0 m	57,000
20.0 m but less than 20.5 m	58,000
20.5 m but less than 21.0 m	59,000
21.0 m but less than 21.5 m	60,000
21.5 m but less than 22.0 m	61,000
22.0 m or more	62,000 or more"

