

# Vehicle dimensions and mass permitting manual (volume 1)

## Part C

### Overdimension permits

**Current as at 1 May 2021**

#### **Disclaimer**

This publication is intended to provide general information about the permitting of heavy commercial vehicles. While every effort has been made to ensure the quality and accuracy of this information, readers are advised that the information provided does not replace or alter the laws of New Zealand, does not replace any legal requirement, and is not a substitute for expert advice applicable to the reader's specific situation. Readers should also be aware that the content in this publication may be replaced or amended subsequent to this publication, and any references to legislation may become out of date if that legislation is amended.

Readers are therefore advised to obtain their own legal and other expert advice before undertaking any action based on information contained in this publication.

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## Record of amendments in this part

**Note:** Amendments are numbered consecutively and may affect individual or multiple parts in one or both volumes of the *Vehicle dimensions and mass permitting manual*. For a complete record of all amendments to this manual, please refer to the 'Record of amendments' at the start of both volume 1 and volume 2.

| Amendment to 2nd edition | Description of changes in this part  | Effective date |
|--------------------------|--|----------------|
| Amendment 5              | <p>Revisions reflect legislation changes from the Land Transport (NZTA) Legislation Amendment Act 2020 and the Land Transport Rule: Omnibus Amendments 2020, and a policy change to overheight piloting requirements.</p> <p>Updated sections:</p> <p><b>Introduction:</b> Information added about the Director of Land Transport role, delegations of authority, and the terminology used in the manual.</p> <p><b>C4.2 Piloting requirements:</b> The piloting requirements for overheight permits have been revised. A Class 2 load pilot must be used within city limits or anywhere in New Zealand, depending on the height of the vehicle or load.</p> <p><b>C3.3 Travel time restrictions:</b> Exemptions from restricted travel times now also apply to snow ploughs.</p>  | 1 May 2021     |
| Amendment 2              | <p>This amendment covered updates from the Land Transport Rule: Vehicle Dimensions and Mass Amendment 2019. Updates also included a policy change for category 4B dimensions and minor clarifications.</p> <p>The following sections were revised:</p> <p><b>C1.2 and C3.1 Length exceeding 35 metres:</b> Notes added to tables that overdimension vehicles or loads may exceed 35m in length (and come within category 3 limits) if they use a manned steering jinker.</p> <p><b>C2.3 Route restrictions on Auckland motorways</b> clarified for vehicles up to and including 4.8 metres high.</p> <p><b>C2.5 Overheight requirement under Wellington trolley bus wires:</b> Deleted because no longer applicable following the removal of the trolley bus wires.</p> <p><b>C3.1 Operating requirements by category:</b> Requirements updated for loads longer than 30 metres and up to 50 metres.</p> <p><b>C3.2 Hazard warning signs:</b> Reference to standard for retroreflective signs updated.</p> | 1 June 2020    |

*Continued on next page*

## Record of amendments in this part continued

| Amendment to 2nd edition | Description of changes in this part   | Effective date |
|--------------------------|---|----------------|
| Amendment 2 (continued)  | <p><b>C4.2 Piloting requirements:</b> Class 1 and Class 2 pilot qualifications clarified.</p> <p><b>C5.5 Category 4B loads:</b> Engineering assessment requirements updated. Depending on the type of load ('L' or 'G'), a written statement by the operator may be acceptable with an overdimension permit application instead of an engineering assessment.</p> | 1 June 2020    |

# Contents

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|   | See page |
|---|----------|
| Introduction.....   | C-1      |
| Chapter C1: General information about overdimension permits .....                   | C1-1     |
| Overview .....  | C1-1     |
| C1.1 Definition and general principles.....   | C1-2     |
| C1.2 Overdimension categories .....   | C1-3     |
| C1.3 When you need an overdimension permit .....                                    | C1-6     |
| C1.4 Revocation of overdimension permits .....                                      | C1-8     |
| Chapter C2: General requirements for overdimension vehicles and loads .....         | C2-1     |
| Overview .....  | C2-1     |
| C2.1 General operating requirements for all overdimension vehicles or loads ....    | C2-2     |
| C2.2 Lighting requirements.....   | C2-4     |
| C2.3 Specific route restrictions for overdimension vehicles.....                    | C2-6     |
| C2.4 Permissions required when operating an overdimension vehicle .....             | C2-8     |
| C2.5 Overheight requirements .....  | C2-9     |
| C2.6 General notification requirements .....  | C2-10    |
| C2.7 Interference with traffic control devices, structures or foliage .....         | C2-11    |
| Chapter C3: Specific requirements for operating under an overdimension permit ..... | C3-1     |
| Overview .....  | C3-1     |
| C3.1 Specific operating requirements by category .....                              | C3-2     |
| C3.2 Hazard warning equipment .....   | C3-5     |
| C3.3 Travel time and zone restrictions .....  | C3-8     |
| C3.4 Notification requirements when operating under<br>an overdimension permit..... | C3-15    |

---

*Continued on next page*

## Contents continued

---

|   | See page |
|---|----------|
| Chapter C4: Piloting requirements .....                                     | C4-1     |
| Overview .....  | C4-1     |
| C4.1 Responsibilities of operators in regard to piloting.....               | C4-2     |
| C4.2 Piloting requirements.....   | C4-3     |
| C4.3 Pilot warning sign specifications .....                                | C4-8     |
| C4.4 Pilot vehicle lighting requirements .....                              | C4-11    |
| Chapter C5: How to apply for an overdimension permit.....                   | C5-1     |
| Overview .....  | C5-1     |
| C5.1 Overview diagrams of overdimension permitting process.....             | C5-2     |
| C5.2 Do you need an overdimension permit?.....                              | C5-4     |
| C5.3 Operator compliance check .....  | C5-5     |
| C5.4 Prerequisites to completing the application form .....                 | C5-6     |
| C5.5 Engineering assessment requirements for category 4B loads .....        | C5-9     |
| C5.6 Completing and submitting an application for an overdimension permit.. | C5-12    |
| C5.7 Processing time and permit fee .....                                   | C5-15    |

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# Part C: Overdimension permits

## Introduction

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### About this part

This part of the *Vehicle dimensions and mass permitting manual* describes Waka Kotahi NZ Transport Agency's policy for issuing overdimension permits. It also describes the requirements for applying for and operating under an overdimension permit.

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### Legal basis and role of the Director of Land Transport

Under section 6.49 of the Land Transport Rule: Vehicle Dimensions and Mass 2016 (the VDAM Rule), Waka Kotahi's Director of Land Transport is responsible for issuing overdimension permits in accordance with the requirements of the rule.

The Director has delegated the authority to issue permits to Waka Kotahi's permitting staff and their contractors. References in this manual to Waka Kotahi/the Transport Agency or to permitting staff should be interpreted as references to the Director if the reference relates to a Director function under the VDAM Rule.

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### Not covered in this part

Vehicles may exceed some dimension limits of the VDAM Rule without needing a permit, provided they comply with the specific operating requirements set out in the rule.

This part does not cover in detail the operating requirements for overdimension vehicles or loads that **do not** require a permit. Operators are advised to refer to section 6 of the VDAM Rule, or to the factsheets on Waka Kotahi's website (see *Further information* below).

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### Audience

The intended audience for this part is:

- transport operators who operate overdimension vehicles or carry overdimension loads
  - Waka Kotahi staff involved in overdimension permitting
  - local road controlling authorities
  - truck and trailer manufacturers, and
  - enforcement agents such as the Commercial Vehicle Safety Team (CVST) of the New Zealand Police.
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## Introduction continued

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### Further information

For further information on vehicle dimensions and loads, see:

- Factsheet 53a – Overdimension vehicles and loads, available at [www.nzta.govt.nz/resources/factsheets/53/](http://www.nzta.govt.nz/resources/factsheets/53/)
- Factsheet 13 series, available at [www.nzta.govt.nz/resources/factsheets/13](http://www.nzta.govt.nz/resources/factsheets/13).

You can also call the Overdimension Permit Issuing Agency (OPIA) helpdesk on 0800 OVERSIZE (0800 683 774).

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### Terminology and abbreviations

Specific terminology and abbreviations are used throughout this manual. For definitions and explanations see *Part I: Definitions and glossary* in this volume of the manual.

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### In this part

This part contains the following chapters:

| Chapter   | See page |
|---|----------|
| Chapter C1: General information about overdimension permits                   | C1-1     |
| Chapter C2: General requirements for overdimension vehicles and loads         | C2-1     |
| Chapter C3: Specific requirements for operating under an overdimension permit | C3-1     |
| Chapter C4: Piloting requirements   | C4-1     |
| Chapter C5: How to apply for an overdimension permit                          | C5-1     |

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# Chapter C1: General information about overdimension permits

## Overview

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### About this chapter

This chapter explains the different overdimension categories and when an overdimension permit is required.

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### In this chapter

This chapter contains the following sections:

| Section                                    | See page |
|--|----------|
| C1.1 Definition and general principles     | C1-2     |
| C1.2 Overdimension categories              | C1-3     |
| C1.3 When you need an overdimension permit | C1-6     |
| C1.4 Revocation of overdimension permits   | C1-8     |

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## C1.1 Definition and general principles

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### What is an overdimension vehicle or load?

An overdimension vehicle or load is one that exceeds one or more of the maximum dimensions allowed for standard vehicles.

'Overdimension' may refer to:

- a load that exceeds standard dimensions, even though it is being transported on a standard-sized vehicle
- a specialist overdimension vehicle that exceeds standard dimensions, or
- a vehicle designed primarily for transporting overdimension loads.

The dimension requirements for standard vehicles can be found in the VDAM Rule schedule 2, or in Factsheet 13, which is available at [www.nzta.govt.nz/resources/factsheets/13/](http://www.nzta.govt.nz/resources/factsheets/13/).

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### Indivisible loads

To be considered overdimension, a load must be **indivisible**, which means it cannot, without disproportionate effort, expense or risk of damage, be divided for transport.

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### Divisible loads

If your load is divisible, and your vehicle is within the standard width and height limits but exceeds the standard vehicle lengths, you may be eligible for an HPMV overlength permit. Refer to *Part E: HPMV Overlength permits* in this volume of the manual.

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## C1.2 Overdimension categories

### Four categories

Overdimension vehicles and loads are classified into either category 1, 2, 3 or 4.

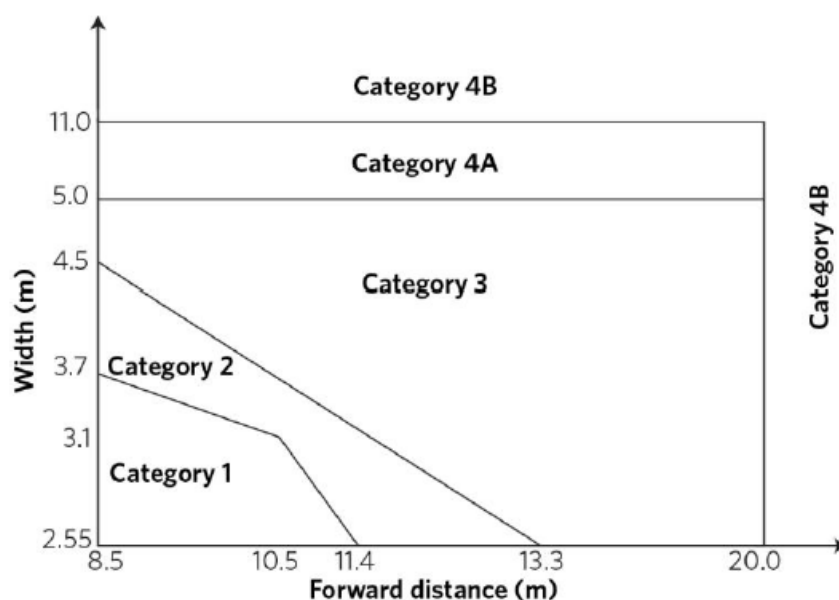
The category an overdimension vehicle or load falls into depends on the extent by which it exceeds standard limits for one or more of the following dimensions:

- width
- forward distance
- length, and/or
- front or rear overhang.

### Categories by width and forward distance

The combination of width and forward distance of a vehicle or load determines its swept path requirement. The swept path requirement is the maximum road width taken up by a vehicle when it negotiates a turn.

The graph below shows the overdimension categories and their width/forward distance thresholds.



#### Note:

Vehicles or loads that are less than 2.55 metres wide, or that have a forward distance of less than 8.5 metres, are considered to be 2.55 metres wide and have a forward distance of 8.5 metres for the purpose of determining their category according to the above graph.

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## C1.2 Overdimension categories continued

### Forward distance calculations

#### ***Load-sharing trailer***

If the vehicle combination includes a load-sharing trailer, forward distance is calculated as follows:

| If the forward distance... | Then...   |
|----------------------------|---|
| is 3.5 metres or less      | the load-sharing trailer does not have to be included in forward distance calculations.   |
| exceeds 3.5 metres         | this distance must be added to the forward distance of the main trailer, less 3.5 metres. |

#### ***Manned steering jinker***

If the vehicle combination includes a manned steering jinker, the forward distance used for determining the category according to the graph above is half the distance between the two turntables supporting the load.

### Other dimensions determining category

In addition to width and forward distance, the other dimensions that determine whether a vehicle or load is overdimension are length, and front and rear overhang.

It may not be a single dimension but a combination of dimensions that determines a vehicle's category.

The table on the next page shows which overdimension category a vehicle falls into based on its length, and/or front and rear overhang.

**Note:** Height is not associated with an overdimension category. However, special requirements apply to operating vehicles or loads higher than 4.3 metres. For details see section *C2.5 Overheight requirements*.

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## C1.2 Overdimension categories continued

### Categories by length and front and rear overhang

This table shows which overdimension category a vehicle falls into based on its length and/or front and rear overhang. For categories by width and forward distance, see the graph on page C1-3.

| Dimension             | Cat 1             | Cat 2                  |                   |                        | Cat 3                           | Cat 4                           |                            |
|-----------------------|-------------------|------------------------|-------------------|------------------------|---------------------------------|---------------------------------|----------------------------|
|                       |                   | 2A                     | 2B                | 2C                     |                                 | 4A                              | 4B                         |
| <b>Length</b>         | up to 25m, and/or | >25m up to 35m, and/or | up to 25m, and/or | >25m up to 35m, and/or | up to 35m <sup>2</sup> , and/or | up to 35m <sup>2</sup> , and/or | >35m <sup>3</sup> , and/or |
| <b>Front overhang</b> | up to 7m, and/or  | >7m up to 10m, and     | up to 7m, and     | >7m up to 10m, and     | up to 10m, and                  | up to 10m, and/or               | >10m, and/or               |
| <b>Rear overhang</b>  | up to 7m          | up to 7m               | >7m up to 10m     | >7m up to 10m          | >7m up to 10m                   | up to 10m                       | >10m                       |

### Notes:

1. 'Up to' in this table means 'up to and including'.
2. Up to 50m overall length if the combination includes a manned steering jinker.
3. Over 50m overall length if the combination includes a manned steering jinker.

## C1.3 When you need an overdimension permit

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### No permit needed for categories 1 and 2

If your vehicle or load falls within categories 1 or 2 and does not exceed 25 metres in length, then you can operate the vehicle without an overdimension permit provided you comply with the special operating requirements that apply to these categories.

For the operating requirements for categories 1 and 2, refer to:

- the VDAM Rule schedule 6, part 1, or
  - Factsheet 53, available at [www.nzta.govt.nz/resources/factsheets/53/](http://www.nzta.govt.nz/resources/factsheets/53/).
- 

### When you need an overdimension permit

You will need an overdimension permit if your vehicle or load:

- has a width and forward distance combination within categories 3 or 4 (see *Categories by width and forward distance* in section C1.2 above)
  - is higher than 5 metres
  - is longer than 25 metres
  - has a front or rear overhang exceeding 7 metres, or
  - is in any category (including categories 1 and 2) and is unable to comply with the operating requirements that apply to its category.
- 

### Critical permit conditions

When operating a vehicle under an overdimension permit, you must comply with the following critical conditions:

- The vehicle or its load must not exceed the lesser of –
    - the dimension limits for its category stated in the permit, or
    - the maximum width, if stated in the permit, plus 0.5 metres.
  - You must provide pilots as specified on the permit or, if not specified on the permit, as required under the VDAM Rule.
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### Additional conditions

Waka Kotahi may include any additional conditions it considers necessary to ensure the safety and convenience of other road users.

You must comply with all conditions specified on the permit, as well as the general and specific operating conditions described in the following chapters.

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## C1.3 When you need an overdimension permit continued

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### Carrying the permit together with associated documents

Overdimension permits must be carried in the vehicle during travel together with associated documents such as:

- an overweight permit, if applicable
- evidence of any required permissions (see section *C2.4 Permissions required when operating an overdimension vehicle*), or
- an engineering assessment for a category 4B vehicle or load, if applicable.

Permits and associated documents must be shown to an enforcement officer or operator of a pilot vehicle on request.

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### Direction of enforcement officer

In an emergency or unforeseen event, an enforcement officer may approve the immediate use of an overdimension vehicle on a road without a permit. In such an event, the enforcement officer may impose any conditions that ensure the safe operation of the vehicle.

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### Operating requirements

Waka Kotahi issues overdimension permits on condition that the permit holder complies with any conditions specified on the permit as well as the operating requirements for overdimension vehicles in the VDAM Rule. The VDAM Rule requirements can broadly be divided as follows:

- general operating requirements that apply to **all** overdimension vehicles and loads
- special permissions that may be required
- notification requirements, and
- specific requirements for operating under an overdimension permit.

These requirements are described in detail in the following chapters.

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## C1.4 Revocation of overdimension permits

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**When can a permit be revoked?**

Waka Kotahi may revoke an overdimension permit if in its view there is significant risk to public safety.

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**Revocation process**

Waka Kotahi must advise an operator or the on-road supervisor as soon as practicable that it has revoked the overdimension permit. The notice does not need to be in writing.

Waka Kotahi must give its reasons for revoking a permit.

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**Immediate effect**

A revocation of an overdimension permit takes effect immediately when the operator or on-road supervisor is advised of the revocation, or at the time specified in the notice of revocation.

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# Chapter C2: General requirements for overdimension vehicles and loads

## Overview

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### About this chapter

This chapter describes the general operating requirements for overdimension vehicles and loads. The general requirements apply to all overdimension vehicles and loads, including those operating under a permit.

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### In this chapter

This chapter contains the following sections:

| Section   | See page |
|---|----------|
| C2.1 General operating requirements for all overdimension vehicles or loads | C2-2     |
| C2.2 Lighting requirements  | C2-4     |
| C2.3 Specific route restrictions for overdimension vehicles                 | C2-6     |
| C2.4 Permissions required when operating an overdimension vehicle           | C2-8     |
| C2.5 Overheight requirements  | C2-9     |
| C2.6 General notification requirements                                      | C2-10    |
| C2.7 Interference with traffic control devices, structures or foliage       | C2-11    |

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## C2.1 General operating requirements for all overdimension vehicles or loads

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### **Category determines operating requirements**

Overdimension vehicles must comply with specific operating requirements for their category, as specified in the VDAM Rule schedule 6. The rule sets out, by category, the requirements for:

- hazard warning equipment
- travel times, and
- minimum piloting.

For the requirements for overdimension vehicles operating under a permit, see section *C3.1 Specific operating requirements by category*.

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### **Route must be suitable**

An overdimension vehicle must, when available, use a designated overdimension route. Such routes have been identified by road controlling authorities in consultation with the road transport industry, engineers and planners.

There are also specific route restrictions for overdimension vehicles that operators must be aware of – see section *C2.3 Specific route restrictions for overdimension vehicles*.

Operators applying for a permit for a category 4 overdimension vehicle or load must declare that the route has been assessed and can be safely managed – see section *C5.4 Prerequisites to completing the application form*.

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### **Visibility**

An overdimension vehicle or load must not operate if visibility is less than 350 metres because of fog, hail, heavy rain or other factors.

If the journey has started and the conditions change to reduce visibility to less than 350 metres, the vehicle must pull over and stop clear of moving traffic as soon as possible until visibility improves.

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### **Vehicle must not cause damage**

An overdimension vehicle or load must not be operated on a road where it is likely to damage any wires, cables or structures.

Vehicles or loads with excess height may require permission to pass underneath overhead obstructions, and long vehicles may require permission to cross railway level crossings – see section *C2.4 Permissions required when operating an overdimension vehicle*.

An operator may temporarily move a traffic control device in the path of an overdimension vehicle – see section *C2.7 Interference with traffic control devices, structures or foliage*.

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## C2.1 General operating requirements for all overdimension vehicles or loads continued

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**Excess height  
requirements**

Vehicles or loads higher than 4.3 metres must comply with the overheight operating requirements in the VDAM Rule schedule 6, part 3. For details see section *C2.5 Overheight requirements*.

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**Consideration  
for other road  
users**

Operators must consider other road users when operating an overdimension vehicle and allow them to pass their vehicle as soon as it is safe to do so.

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## C2.2 Lighting requirements

### Lighting during daylight

During daylight hours, overdimension vehicles must have their headlamps on low beam.

Vehicles that are more than 3.7 metres wide or that are being piloted must display an amber beacon at all times when operating.

### Lighting in darkness

When travelling in darkness, the lighting on all overdimension vehicles must be clearly visible (in clear weather) from at least 200 metres away.

Specific lighting requirements depend on width and are as follows:

| Width                      | Lighting requirement   |
|----------------------------|--|
| Up to 5m wide <sup>1</sup> | <ul style="list-style-type: none"> <li>• Amber beacon</li> <li>• Steady white or amber lamps at the front, and steady red or amber lamps at the rear (see <i>Placement of lamps</i> below for how the lamps must be positioned)</li> <li>• Amber side marker lamps towards the front, spaced approximately 3m apart</li> <li>• Red or amber side marker lamps towards the rear, spaced approximately 3m apart</li> </ul> |
| Wider than 5m              | <p>In addition to the above, two or more white scene lamps to illuminate the front of the load so that it is visible to approaching traffic from a distance of 200m.</p> <p><b>Note:</b> The scene lamps must not be directly visible to following traffic.</p>  |

#### Note:

1. Lighting as described in the table may be fitted to, but is not compulsory for, a standard motor vehicle carrying a load up to 2.7 metres wide that is not overlength.

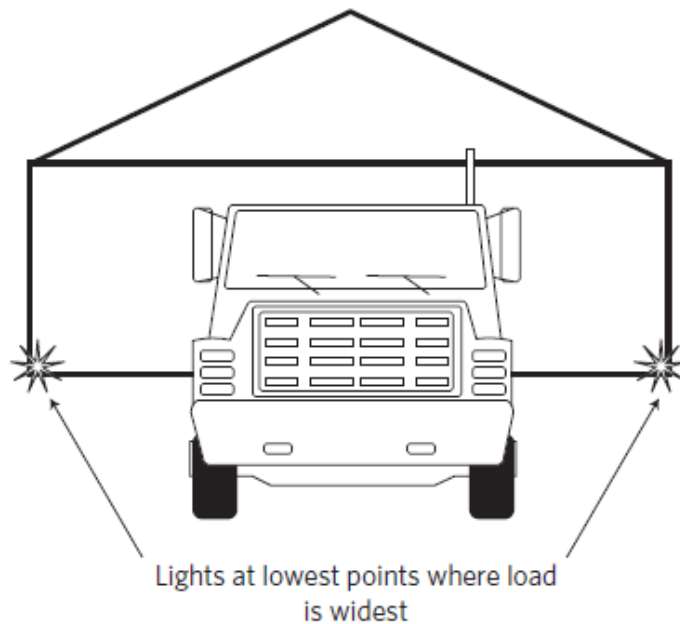
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## C2.2 Lighting requirements continued

### Placement of lamps

Front and rear lights must be positioned so that they outline the load to enable approaching traffic to determine the size of the load and safely get past it. They must illuminate an area of the vehicle or load of at least 50 square centimetres.

If the load overhangs the deck of the vehicle sideways, these lights must be spaced approximately 1 metre apart across the lowest part of the load and at the widest parts of the load, as shown below.



## C2.3 Specific route restrictions for overdimension vehicles

### Specific route restrictions

Overdimension vehicles must comply with particular restrictions on specific routes, as set out in the table below.

These specific restrictions apply whether the vehicle is operated under a permit or not, and are in addition to the travel time and zone restrictions described in section *C3.3 Travel time and zone restrictions*.

**Legislation reference:** VDAM Rule schedule 8.

| Route                   | Maximum dimensions  | Exceptions  |
|-------------------------|---|---|
| Auckland Harbour Bridge | 4.8m high<br>3.1m wide  | Vehicles wider than 3.1m may travel across the bridge if authorised by the Traffic Operations Centre and accompanied by a Class 1 pilot vehicle (or more pilots if required by the VDAM Rule).  |
| Auckland Motorways      | 4.3m high<br>3.1m wide  | <ul style="list-style-type: none"> <li>• Vehicles wider than 3.1m but no higher than 4.8m, and</li> <li>• vehicles higher than 4.8m with permission from Waka Kotahi as the road controlling authority — may use:               <ol style="list-style-type: none"> <li>(a) SH1 between Ramarama Interchange (Ararimu Rd underpass) and the southern end of the Auckland Southern Motorway</li> <li>(b) SH18 between the intersection with SH16 and the intersection with Albany Highway, and</li> <li>(c) SH1 between the Silverdale interchange and the northern end of the Auckland Northern Motorway.</li> </ol> </li> </ul> |
| Wellington Motorway     | 4.8m high<br>3.7m wide  | Vehicles exceeding maximum dimensions may travel on this route provided they comply with Waka Kotahi's conditions as the road controlling authority.  |
| Lyttelton Tunnel        | 4.27m high<br>2.6m wide<br>23m long <sup>1</sup><br>2m front and rear load overhang | <p>Vehicles exceeding maximum dimensions may travel through the tunnel if the operator:</p> <ul style="list-style-type: none"> <li>• has obtained permission from Waka Kotahi as the road controlling authority (through Tunnel Control), and</li> <li>• complies with any piloting or travel time restrictions required by Tunnel Control.</li> </ul>  |

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## C2.3 Specific route restrictions for overdimension vehicles continued

### Specific route restrictions (continued)

| Route       | Maximum dimensions      | Exceptions   |
|-------------|-------------------------|--|
| Toll routes | 4.3m high<br>3.1 m wide | Wider or higher vehicles may only travel on toll routes with explicit authority from Waka Kotahi as the road controlling authority and provided the operator complies with any piloting or travel time restrictions required by Waka Kotahi. |

#### Note:

1. Towing vehicle and semi-trailer.

#### Local road restrictions

Some local road controlling authorities have bylaws that restrict the use of roads by overdimension vehicles. Under the VDAM Rule, Waka Kotahi must not issue an overdimension permit for local roads if it has been notified that the local road controlling authority objects to the permit being issued.

## C2.4 Permissions required when operating an overdimension vehicle

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**Introduction** This section outlines permissions that may be required when operating an overdimension vehicle. These permissions are in addition to the permissions required for using specific routes as described in the previous section and may be needed even if operating under an overdimension permit.

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**Permissions to cross railway level crossings** If your vehicle or load exceeds 25 metres in length and will cross a railway level crossing on its journey, you must obtain written permission from the access provider to travel over the level crossing.

Some level crossings may also have height, weight or width restrictions, and a permit from KiwiRail or another access provider may be required to cross those safely.

For details see *Obtaining permissions* in section *C5.4 Prerequisites to completing the application form*.

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**Overheight vehicles** If your vehicle is higher than 4.3 metres, you may need written permission from the asset owner to pass under overhead obstructions or electrical lines. For details see the next section *C2.5 Overheight requirements*.

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**Evidence** Evidence of permissions must be carried in a readable format in the vehicle and shown to an enforcement officer on request.

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## C2.5 Overheight requirements

### Requirements if height exceeds 4.3m

The table below shows the VDAM Rule requirements for operating a vehicle or load that is higher than 4.3 metres.

**Legislation reference:** VDAM Rule schedule 6, part 3.

| Height (metres) | Permission required   | Other requirements  |
|-----------------|---|---|
| 4.3 to 5.0      | <ul style="list-style-type: none"> <li>• Written permission from the owner of an overhead obstruction that the vehicle cannot clear.</li> <li>• Written approval from relevant access provider if:               <ul style="list-style-type: none"> <li>– the vehicles travels over a level crossing that is not on a state highway, and</li> <li>– the vehicle exceeds the height shown on an electrified railway safe height sign.</li> </ul> </li> </ul> | For loads higher than 4.8m, you must use a vehicle with a deck height of less than 1.3m above the road. |
| > 5.0           | <p>As above, plus:</p> <ul style="list-style-type: none"> <li>• Written permission from the owner of overhead wires or cables that the vehicle travels under, and</li> <li>• overdimension permit from Waka Kotahi.</li> </ul>  |   |

### Permits for overheight

Vehicles or loads higher than 5 metres require an overdimension permit to operate.

Height is not associated with any of the overdimension categories under the VDAM Rule. If height is the only excess dimension, then Waka Kotahi's permitting system assigns a default category 1 to the permit.

For piloting requirements under an overheight permit, see *Overheight permit piloting conditions* in section C4.2.

### Operator responsibility

Operators of overheight vehicles are responsible at all times for ensuring that their vehicle or load does not damage any lawful overhead wires, cables or constructions.

**Legislation reference:** VDAM Rule section 3.1(4).

## C2.6 General notification requirements

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### **Notifying emergency services**

The on-road supervisor of an overdimension vehicle must notify local emergency services if operating the vehicle is likely to significantly delay the emergency services. If there is no on-road supervisor, then the driver of the overdimension vehicle must notify the emergency services.

**Note:** The operator of an overdimension vehicle must nominate an on-road supervisor if the vehicle is operated under a permit and/or more than one pilot is required to accompany the load.

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### **Causing interference or damage**

See the next section *C2.7 Interference with traffic control devices, structures or foliage* for notification requirements if a traffic control device needs to be moved temporarily, or an overdimension vehicle damages a traffic control device, road structure or plants.

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### **When operating under permit**

Specific notification requirements apply to operating under an overdimension permit. See section *C3.4 Notification requirements when operating under an overdimension permit*.

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## C2.7 Interference with traffic control devices, structures or foliage

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### Temporary removal allowed

Operators of overdimension vehicles or loads may temporarily remove a traffic control device to enable the safe passage of the vehicle, but the traffic control device must be immediately re-erected in its original position after the vehicle has passed.

If the traffic control device is not immediately re-erected, then the operator of the overdimension vehicle must notify the road controlling authority or the person responsible for the device.

**Legislation reference:** VDAM Rule section 6.10.

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### Interference or damage

If an overdimension vehicle interferes with or damages a traffic control device, bridge, tunnel or other structure, the operator must notify the road controlling authority.

If trees or foliage are damaged by an overdimension vehicle or load, the operator must notify the owner of the plants.

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# Chapter C3: Specific requirements for operating under an overdimension permit

## Overview

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### About this chapter

This chapter describes the specific requirements that apply to operating an overdimension vehicle or load under a permit. These requirements are in addition to the general requirements outlined in the previous chapter.

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### In this chapter

This chapter contains the following sections:

| Section   | See page |
|---|----------|
| C3.1 Specific operating requirements by category                            | C3-2     |
| C3.2 Hazard warning equipment   | C3-5     |
| C3.3 Travel time and zone restrictions                                      | C3-8     |
| C3.4 Notification requirements when operating under an overdimension permit | C3-15    |

---

## C3.1 Specific operating requirements by category

**Introduction** This section sets out the specific operating requirements for overdimension vehicles and loads that require a permit to operate, ie those that fall into categories 3 or 4.

**Note:** Height is not associated with any of the overdimension categories. For overheight operating requirements, see section *C2.5 Overheight requirements*, and *Overheight permit piloting conditions* in section C4.2.

**Loads longer than 30m** An overdimension vehicle that is longer than 30 metres and is transporting a load must have a rear steering facility.

**Category 3 operating requirements** The specific operating requirements for overdimension category 3 vehicles or loads are set out in the table below.

**Legislation reference:** VDAM Rule schedule 6, part 1.

| Category 3 <sup>1</sup>  |   |  |
|--|---|--|
| Dimensions   |   |  |
| Width/forward distance<br><i>may also include:</i>   | Exceeding 2.55m/13.3m and exceeding 4.5m/8.5m up to and including 2.55m/20m, up to and including 5m/20m and up to and including 5m/8.5m |  |
| Length <sup>2</sup><br><i>and/or:</i>  | Up to and including 35m (50m if the combination includes a manned steering jinker)  |  |
| Front overhang<br><i>AND:</i>  | Up to and including 10m   |  |
| Rear overhang <sup>3</sup>   | Exceeding 7m, up to and including 10m   |  |
| Operating requirements   |   |  |
| Hazard warning equipment <sup>4</sup>  | Travel times  | Minimum piloting requirements  |
| <ul style="list-style-type: none"> <li>Excess projections delineated with panels</li> <li>OVERSIZE sign</li> <li>Amber beacon</li> <li>Headlamps on low beam during daylight hours</li> <li>Additional lamps if travelling during the hours of darkness (see section <i>C2.2 Lighting requirements</i>)</li> </ul> | Restricted travel times (see section <i>C3.3 Travel time and zone restrictions</i> )  | One Class 1 pilot, plus: <ul style="list-style-type: none"> <li>one Class 2 pilot if rear overhang is ≤ 7m, or</li> <li>two Class 2 pilots if rear overhang is &gt; 7m</li> </ul> Additional pilots as required <sup>5</sup> |

*Continued on next page*

## C3.1 Specific operating requirements by category continued

### Category 4 operating requirements

The specific operating requirements for overdimension category 4 vehicles or loads are set out in the table below.

**Legislation reference:** VDAM Rule schedule 6, part 1.

| Category 4A <sup>1</sup>   |  |  |
|--|--|--|
| Dimensions   |  |  |
| Width/forward distance<br><i>may also include:</i>   | Exceeding 5m/20m and exceeding 5m/8.5m up to and including 11m/20m and up to and including 11m/8.5m  |  |
| Length <sup>2</sup><br><i>and/or:</i>  | Up to and including 35m (50m if the combination includes a manned steering jinker)   |  |
| Front overhang<br><i>and/or:</i>   | Up to and including 10m  |  |
| Rear overhang <sup>3</sup>   | Up to and including 10m  |  |
| Category 4B <sup>1</sup>   |  |  |
| Dimensions   |  |  |
| Width/forward distance, length, front and rear overhang  | Exceeding any of the limits for category 4A<br><b>Note:</b> For category 4B, an engineering assessment of the route is required with a permit application. |  |
| Operating requirements <sup>6</sup>  |  |  |
| Hazard warning equipment <sup>4</sup>  | Travel times   | Minimum piloting requirements  |
| <ul style="list-style-type: none"> <li>• Excess projections delineated with panels</li> <li>• OVERSIZE sign</li> <li>• Amber beacon</li> <li>• Headlamps on low beam during daylight hours</li> <li>• Additional lamps if travelling during the hours of darkness (see section C2.2 <i>Lighting requirements</i>)</li> </ul> | Restricted travel times (see section C3.3 <i>Travel time and zone restrictions</i> )   | <ul style="list-style-type: none"> <li>• Two Class 2 pilots, plus</li> <li>• one Class 1 pilot</li> </ul> Additional pilots as required <sup>5</sup> |

*Continued on next page*

## C3.1 Specific operating requirements by category continued

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### Notes to tables

1. See section *C1.2 Overdimension categories* for details.
  2. For loads longer than 25 metres, you must get permission from the access provider to cross railway level crossings (see section *C2.4 Permissions required when operating an overdimension vehicle*). For loads exceeding 30 metres, a rear steering facility must be used.
  3. The centre of gravity of the load must be forward of the rear axis. If an overdimension vehicle is operated with a manned steering jinker or a pole trailer, the rear overhang is measured between the centre of the rear turntable load support and the rearmost part of the load.
  4. For alternative hazard marking requirements for mobile crane booms or agricultural vehicles with excess front overhang, see the next section *C3.2 Hazard warning equipment*.
  5. Additional pilots may be required to comply with the VDAM Rule. For details see *Chapter C4: Piloting requirements*.
  6. For overdimension category 4B vehicles or loads, the operating requirements for category 4A apply, plus any specific conditions included in the permit. For example, Waka Kotahi permitting staff would scrutinise the route for a category 4B permit, and may also take windage into account.
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## C3.2 Hazard warning equipment

### Introduction

This section describes the specifications for hazard panels and signs for overdimension loads or vehicles.

For the hazard warning equipment that must be used with category 3 or 4 vehicles, refer to the previous section *C3.1 Specific operating requirements by category*.

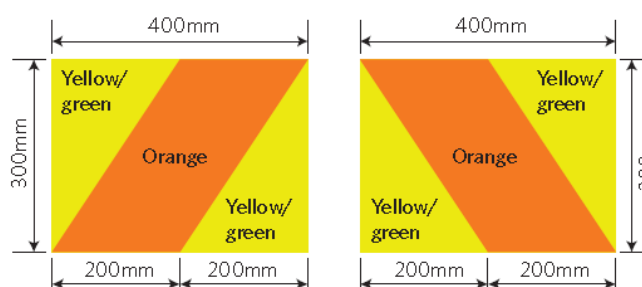
### Hazard panel colour and material

Hazard warning panels and signs must:

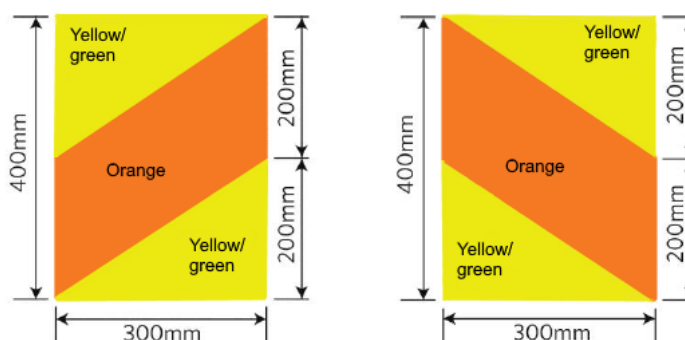
- comply with AS/NZS 1906.1: 2017 *Retroreflective materials and devices for road traffic control purposes, Part 1: Retroreflective sheeting* (or, if an existing sign, with a previous version of this standard)
- consist of retroreflective material with a 200mm-wide diagonal stripe pattern with alternate yellow-green and orange retroreflective sheeting (see diagrams below), and
- be frangible (ie fragile and easily broken if hit, eg by a cyclist) for those portions that extend beyond the vehicle's limits.

### Hazard panel dimensions

The required minimum dimensions of hazard warning panels are shown below:



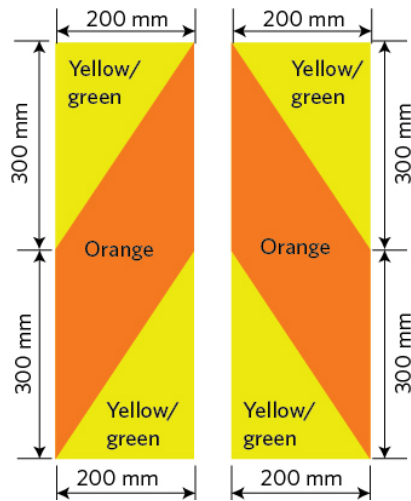
Alternative orientation:



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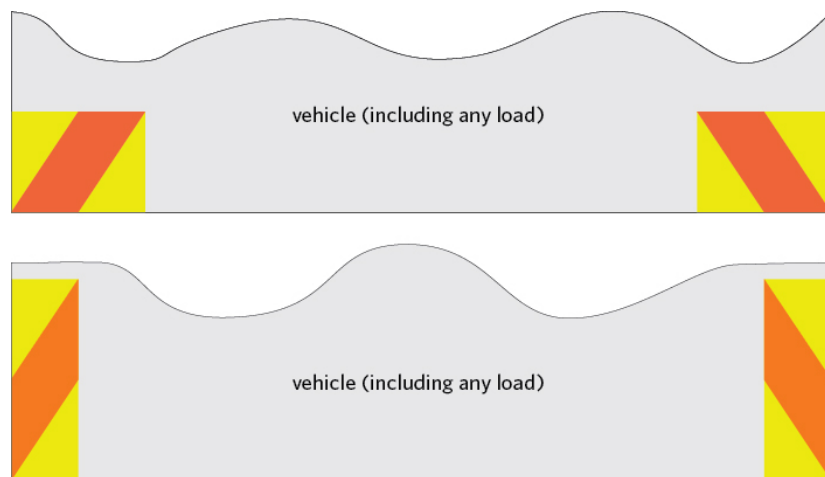
## C3.2 Hazard warning equipment continued

### Hazard panel dimensions (continued)



### Orientation and placement of hazard panels

Hazard warning panels must be placed so they delineate excess projections of an overdimension load or vehicle, as illustrated by these diagrams:



*Continued on next page*

## C3.2 Hazard warning equipment continued

**OVERSIZE sign** An overdimension vehicle wider than 3.1 metres must display an 'OVERSIZE' sign as shown below at the front and rear of the vehicle.

The dimensions of the sign must be as follows:



**Note:** The OVERSIZE sign must not be displayed unless the vehicle or load is overdimension and the operating requirements for its category require the sign to be displayed (see section *C3.1 Specific operating requirements* above).

### Alternative hazard markings on mobile cranes

Instead of displaying a hazard warning panel, the boom head of a mobile crane may be painted to delineate its excess front overhang. The painted area must be:

- on the front face and on each side of the boom head
- painted in either white, yellow or red, or in a combination of these colours, and
- cover at least 0.12 square metres.

### Alternative hazard warnings on agricultural vehicles

Agricultural tractors with a width not exceeding 3.1 m may use an amber beacon in lieu of overdimension panels.

Overdimension attachments or implements on agricultural vehicles may be painted with high visibility paint on the parts that extend beyond the front overhang of the vehicle instead of marking those parts with hazard warning panels.

## C3.3 Travel time and zone restrictions

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|   |  |
|---|--|
| <b>Introduction</b>                             | Vehicles operating under an overdimension permit are subject to travel restrictions on specific days of the year as well as at specific times of the day. Explicit restrictions also apply to travel in specified areas or 'zones'. This section summarises these restrictions.  |
| <b>General rule</b>                             | As a general rule, overdimension vehicles must not travel at times when there is unusually heavy traffic or when travel is likely to cause significant delay to other road users.  |
| <b>Specified days when travel is prohibited</b> | Category 3 or 4 overdimension vehicles must not travel: <ul style="list-style-type: none"><li>• between 22 December and 5 January inclusive</li><li>• on a public holiday (including provincial anniversary holidays)</li><li>• on the day preceding a public holiday (or provincial anniversary day) after the start of the earliest applicable morning travel time restriction for that day of the week (see below), or</li><li>• on a Saturday if that day is Anzac Day (25 April).</li></ul>   |
| <b>Meaning of 'city area'</b>                   | Specific restrictions apply to city areas, which are defined in the VDAM Rule as the following urban areas: <ul style="list-style-type: none"><li>• Auckland (between Albany and Drury)</li><li>• Christchurch</li><li>• Dunedin</li><li>• Hamilton</li><li>• Hastings</li><li>• Invercargill</li><li>• Napier</li><li>• Nelson</li><li>• New Plymouth</li><li>• Palmerston North</li><li>• Tauranga</li><li>• Wellington (including all areas south of Mackays Crossing on SH 1 and Te Marua on SH 2)</li><li>• Whanganui, and</li><li>• Whangarei.</li></ul> |

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## C3.3 Travel time and zone restrictions continued

### Category 3 travel time restrictions

Vehicles operating under an overdimension permit are prohibited from travelling at the times of day shown below.

#### *Restrictions in city areas*

Category 3 overdimension vehicles and loads are not allowed to travel in city areas at the following times of day:

| Day of the week    | AM          | PM            |
|--------------------|-------------|---------------|
| Monday to Thursday | 6:30 – 9:00 | 16:00 – 18:00 |
| Friday             |             | 16:00 – 24:00 |
| Saturday           | 0:00 – 5:00 | 12:00 – 24:00 |
| Sunday             |             | 12:00 – 22:30 |

#### *Restrictions outside city areas*

Travel is not allowed at the following times of day:

| Day of the week | AM          | PM            |
|-----------------|-------------|---------------|
| Friday          | N/A         | 18:00 – 24:00 |
| Saturday        | 0:00 – 5:00 | 12:00 – 16:00 |
|                 |             | 18:00 – 24:00 |
| Sunday          |             | 12:00 – 16:00 |
|                 |             | 18:00 – 22:30 |

### Category 4 travel time restrictions

Prohibited travel times for category 4 overdimension loads and vehicles depend on location. Refer to the tables below in conjunction with the tables under *Zones for restricted travel* on the next page.

#### **Zone 1**

| Day of the week    | AM                    | PM |
|--------------------|-----------------------|----|
| Monday to Thursday | 6:30 – 22:30          |    |
| Friday             | 6:30 – 24:00          |    |
| Saturday           | All travel prohibited |    |
| Sunday             | 0:00 – 22:30          |    |

*Continued on next page*

## C3.3 Travel time and zone restrictions continued

### Category 4 travel time restrictions (continued)

#### Zone 2

| Day of the week    | AM                    | PM |
|--------------------|-----------------------|----|
| Monday to Thursday | 6:30 – 19:00          |    |
| Friday             | 6:30 – 24:00          |    |
| Saturday           | All travel prohibited |    |
| Sunday             | 0:00 – 22:30          |    |

#### Zone 3

| Day of the week    | AM                    | PM            |
|--------------------|-----------------------|---------------|
| Monday to Thursday | 6:30 – 9:00           | 16:00 – 19:00 |
| Friday             |                       | 16:00 – 24:00 |
| Saturday           | All travel prohibited |               |
| Sunday             | 0:00 – 22:30          |               |

### Zones for restricted travel

Category 4 overdimension vehicles and loads must not travel at the times specified above in the zones specified in the table below.

#### Zone 1

| Area  | Boundary  |
|---|---|
| Northland<br>(southern part),<br>Auckland,<br>Bay of Plenty,<br>Waikato | Kamo and south of Kamo                                    |
|   | Maungatapere and east of Maungatapere                     |
|   | Maungaturoto and east of Maungaturoto                     |
|   | North of the intersection of SH 2 and SH 33<br>Paengaroa  |
|   | North of the intersection of SH 5 and SH 1 Tirau          |
|   | North of the intersection of SH 3 and SH 31<br>Otorohanga |
| Wellington  | North to Mackays Crossing                                 |
|   | East to Te Marua including Te Marua                       |

*Continued on next page*

## C3.3 Travel time and zone restrictions continued

### Zones for restricted travel (continued)

#### Zone 1 (continued)

| Area   | Boundary   |
|--|--|
| Christchurch<br>(state highways)   | Northern boundary:<br>Ashley River from the coast to Lehmans Road  |
| <b>Note:</b> Travel on the boundary roads is subject to Zone 3 restrictions. | Western boundary:<br>Lehmans Road<br>Oxford Road<br>Swannanoa Road<br>Two Chain Road<br>Thompsons Road<br>Calders Road<br>Sandy Knolls Road<br>Hoskyns Road  |
|  | Southern boundary:<br>SH 1 between Hoskyns and Burnham Roads<br>Burnham Road<br>Ellesmere Junction Road<br>Edward Street<br>Lincoln Tai Tapu Road<br>SH 75 to Motukarara<br>Gebbies Pass Road<br>Governors Bay Teddington Road<br>Main Road<br>Governors Bay Road<br>Park Terrace<br>Brittan Terrace<br>Simeon Quay<br>SH 74 to Lyttelton Port |

*Continued on next page*

## C3.3 Travel time and zone restrictions continued

**Zones for restricted travel**  
(continued)

| Zone 2  |   |
|---|---|
| Area  | Boundary  |
| Southern Waikato,<br>Eastern Bay of Plenty                            | The intersection of SH 2 and SH 33 Paengaroa and south of the intersection of SH 2 and SH 33 Paengaroa      |
|   | The intersection of SH 5 and SH 1 Tirau and south of the intersection of SH 5 and SH 1 Tirau                |
|   | The intersection of SH 3 and SH 31 Otorohanga and south of the intersection of SH 3 and SH 31 Otorohanga    |
|   | Opotiki and west of Opotiki   |
|   | Te Whaiti and north of Te Whaiti  |
|   | North of the intersection of SH 5 and SH 1 at Taupo   |
|   | North of Motuoapa   |
|   | North of the intersection of SH 32 and SH 41 at Kuratau, but excluding SH 41 and SH 32 (Kuratau to Tokoroa) |
|   | North of the intersection of SH 43 and SH 4 Taumarunui  |
| North of Awakino  |   |
| South Island highways<br><b>Note:</b> Side roads off SH 1 are Zone 3. | SH 1 between Rolleston and Tinwald  |

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## C3.3 Travel time and zone restrictions continued

**Zones for restricted travel**  
(continued)

| Zone 3  |   |
|---|---|
| Area  | Boundary  |
| Northland (northern part)   | North of Kamo   |
|   | West of Maungatapere  |
|   | West of Maungaturoto  |
| Southern North Island (excluding Wellington as defined in Zone 1)                 | South of Opotiki  |
|   | East of Opotiki   |
|   | South of Te Whaiti  |
|   | South and east of the intersection of SH 1 and SH 5 at Taupo  |
|   | Motuoapa and south of Motuoapa  |
|   | The intersection of SH 32 and SH 41 Kuratau including SH 41 and south of the intersection of SH 32 and SH 41  |
|   | SH 32 Kuratau to Tokoroa  |
|   | The intersection of SH 43 and SH 4 Taumarunui and south of the intersection of SH 43 and SH 4 Taumarunui  |
|   | Awakino and south of Awakino  |
|   | Mackays Crossing and north of Mackays Crossing  |
| North of Te Marua   |   |
| South Island and Stewart Island (excluding Zone 1 and Zone 2 areas in Canterbury) | <p>The boundary roads of Christchurch Area Zone 1</p> <p><b>Note:</b> Zone 3 includes:</p> <ul style="list-style-type: none"> <li>Travel on those boundary roads</li> <li>SH 1 north from Ashley River</li> <li>SH 1 south of Tinwald</li> <li>SH 73 west of Sandy Knolls Road</li> </ul> |

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## C3.3 Travel time and zone restrictions continued

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### **Extension to travel time restriction**

If there is an unforeseen delay in travel and a travel time restriction prohibits the completion of the journey, and there is no safe place to park the overdimension vehicle, you must notify the police and get their agreement to extend your travel time before you can continue the journey.

Such extensions are usually limited to 30 minutes, unless the police have agreed to a longer extension so that the vehicle can reach a place where it can park safely.

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### **Exemption in an emergency**

An overdimension vehicle may operate outside of the restricted travel times in an emergency to:

- repair or restore access to a road, railway or bridge
- supply or repair:
  - reticulated water, sewerage or natural gas, or
  - electricity lines
- attend an incident or accident
- stabilise land or reduce risk to people or property
- carry out emergency response work in a civil defence emergency, or
- clear snow (and the vehicle is a snow plough).

#### ***Valid authorisation required***

In such situations, operators must show evidence that the work was required and authorised by:

- a road controlling authority or rail access provider
  - a territorial or local authority
  - a body or person providing electricity services or supplying reticulated natural gas, or
  - a civil defence controller, the police or a person acting under their authority.
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## C3.4 Notification requirements when operating under an overdimension permit

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### **Notifying Waka Kotahi**

If an overdimension vehicle or load exceeds 5 metres in width, the on-road supervisor must call Waka Kotahi at least 30 minutes before the start of the journey.

This notification requirement, including the 0800 number to call, is specified in the overdimension permit.

If the on-road supervisor is aware of the presence of another overdimension vehicle on the road, or if advised by Waka Kotahi or a local road controlling authority of this, they must manage the movement of the vehicle in relation to the other overdimension vehicle so as to avoid a hazardous situation.

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### **Other notification requirements**

Specific notification requirements may apply for certain routes for permitted overdimension loads. For example, operators must notify Waka Kotahi's Wellington Traffic Operations Centre 24 hours before travelling through the Wellington state highway network with an overdimension vehicle or load under permit.

Such specific requirements are stated in the overdimension permit.

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# Chapter C4: Piloting requirements

## Overview

### About this chapter

This chapter describes the piloting requirements for overdimension vehicles operating under a permit.

### Audience

The intended audience for this chapter is operators or drivers of overdimension vehicles or loads so that they understand their obligations in regard to piloting when operating a vehicle under an overdimension permit.

This chapter is not intended to be a detailed reference for load pilots. Load pilots should refer to the following resources for information:

- Waka Kotahi's Load pilot driver code for Class 2 pilots, available at [www.nzta.govt.nz/resources/load-pilot-driver-code](http://www.nzta.govt.nz/resources/load-pilot-driver-code)
- industry organisations or MITO for Class 1 pilot training and certification, and
- the piloting provisions in the VDAM Rule.

### In this chapter

This chapter contains the following sections:

| Section  | See page |
|--|----------|
| C4.1 Responsibilities of operators in regard to piloting | C4-2     |
| C4.2 Piloting requirements                               | C4-3     |
| C4.3 Pilot warning sign specifications                   | C4-8     |
| C4.4 Pilot vehicle lighting requirements                 | C4-11    |

## C4.1 Responsibilities of operators in regard to piloting

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### **Adequate number of pilots**

An operator of an overdimension vehicle is responsible for providing an adequate number of pilot vehicles to give adequate warning of the overdimension movement to other traffic. For minimum piloting requirements by overdimension category, see section *C3.1 Specific operating requirements by category*.

---

### **Designation of on-road supervisor**

If more than one pilot is required, either under the VDAM Rule or as a permit condition, operators must ensure that an on-road supervisor is designated.

An on-road supervisor is responsible for ensuring that:

- the driver and the pilots are briefed
  - the vehicle is operated in compliance with the VDAM Rule, and
  - the appropriate notifications are given – for details see sections:
    - *C2.6 General notification requirements*, and
    - *C3.4 Notification requirements when operating under an overdimension permit*.
- 

### **Suitably qualified**

The operator of an overdimension vehicle must ensure that persons acting as pilots or on-road supervisors are suitably qualified to meet their responsibilities under the VDAM Rule.

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## C4.2 Piloting requirements

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**Piloting compulsory with permit**

All overdimension vehicles operating under a permit must be piloted by suitably qualified load pilots.

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**Pilot qualifications**

A load pilot must have a certified load pilot licence from Waka Kotahi. While it is not a legal requirement that load pilots must hold a driver licence, they must meet legal requirements when driving on New Zealand roads, including holding a driver licence when driving a pilot vehicle.

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**Class 1 and Class 2 pilots**

There are two classes of load pilot, depending on training and experience.

***Class 2 load pilots***

To obtain a Class 2 certified pilot licence, drivers must complete a Waka Kotahi approved course, which consists of learning the *Load pilot driver code* and passing a written test.

***Class 1 load pilots***

Class 1 pilots have additional training on technical and practical issues that may arise when managing traffic around movements of large and complex loads.

To qualify as a Class 1 load pilot, drivers must:

- either have had three years' experience as a Class 2 load pilot, OR
- have assisted a Class 1 pilot on at least 25 piloting jobs, AND
- successfully complete a Waka Kotahi approved course, which generally takes around nine months.

More information can be found at [www.nzta.govt.nz/resources/load-pilot-driver-code](http://www.nzta.govt.nz/resources/load-pilot-driver-code).

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## C4.2 Piloting requirements continued

### Minimum number of pilots under a permit

The minimum number of pilots required for overdimension vehicles operating under a permit is shown below.

| Overdimension category                              | Minimum number of pilot vehicles at all times <sup>1,2</sup>  |
|---|---|
| Category 3 with rear overhang of 7m or less         | <ul style="list-style-type: none"> <li>• One Class 2 pilot, plus</li> <li>• One Class 1 pilot</li> </ul>  |
| Category 3 with rear overhang of more than 7m       | <ul style="list-style-type: none"> <li>• Two Class 2 pilots, plus</li> <li>• One Class 1 pilot</li> </ul> |
| Category 4A   |   |
| Category 4B   | Same as for category 4A unless specified otherwise in the permit  |
| Overheight (if height is the only excess dimension) | See <i>Overheight permit piloting conditions</i> below  |

### Important notes:

1. The operator must ensure that there is an adequate number of pilot vehicles to accompany the overdimension vehicle to give adequate warning to other traffic throughout the journey. This may require **additional pilots**.
2. A permit may specify that additional pilot vehicles must be provided for part or all of a journey.

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## C4.2 Piloting requirements continued

### Overheight permit piloting conditions

The piloting requirements under an overheight permit (if height is the only excess dimension) depend on the height, as follows:

| Height (metres)                       | Permit condition   |
|---------------------------------------|--|
| exceeding 5m up to and including 5.5m | A Class 2 load pilot must be used within the city areas named in 6.20 of the VDAM Rule.<br>The pilot should be placed either at the rear or the front, depending on where the most risk to other traffic is. |
| exceeding 5.5m                        | A Class 2 load pilot must accompany the load anywhere in New Zealand.<br>The pilot should be placed either at the rear or the front, depending on where the most risk to other traffic is.                   |

See *Meaning of 'city area'* in section C3.3 above.

### **Rationale for overheight piloting requirements**

A pilot can provide warning to oncoming or following traffic if a vehicle needs to deviate outside its lane or slow down within its lane to clear an overhead restriction.

The minimum height for overhead power cables and telecommunications wires is 5.5 metres. But within city limits, overheight movements may encounter lower overhead signs, traffic signals, trees or vegetation.

Loads higher than 5.5 metres are likely to have power line escorts during travel in addition to the load pilot required under a permit.

**Note:** Overhead power cables can droop over time and may not meet the 5.5-metre clearance standard. A permit does not absolve the operator from the responsibility to ensure that all overhead obstructions can be cleared safely.

**Legislation reference:** VDAM Rule section 3.1(4).

### Convoys under permit

If two or more overdimension vehicles are travelling in convoy under a permit, the piloting requirements specified in the permit must be complied with.

All pilot vehicles and the overdimension vehicle travelling in convoy must be in radio communication with one another.

*Continued on next page*

## C4.2 Piloting requirements continued

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### **Pilot vehicles**

Pilot vehicles must:

- have sufficient manoeuvrability and dynamic performance to carry out their duties
- be clearly identifiable as pilot vehicles, and
- not carry overdimension loads themselves or tow trailers with overdimension loads.

Class 1 pilot vehicles must be substantially white in colour.

#### ***Front pilot vehicle***

Front pilot vehicles must not tow another vehicle. They must display the correct warning sign above their roofs as specified below.

A Class 1 pilot vehicle travelling at the front must not exceed a gross vehicle mass of 3500kg.

A Class 2 pilot vehicle travelling at the front must not exceed a gross vehicle mass of 7000kg.

#### ***Rear pilot vehicles***

A rear pilot vehicle must be a rigid motor vehicle with no more than three axles, unless it tows a simple trailer with a maximum of two axles.

The rear pilot vehicle (or its trailer) must display the correct warning sign or variable message sign as specified below.

#### ***Vehicle markings***

A Class 1 pilot vehicle must clearly display a Waka Kotahi approved pilot logo, device or marking.

A Class 2 pilot vehicle may display an approved logo, device or marking, but it is not compulsory.

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## C4.2 Piloting requirements continued

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### **Pilot warning signs**

Pilot warning signs must comply with strict wording as well as size and colour specifications. For details see the next section *C4.3 Pilot warning sign specifications*.

Pilot warning signs may be displayed only when the pilot vehicle is escorting an overdimension vehicle.

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### **Variable message signs**

Variable message signs may be used as an alternative to standard pilot warning signs on front or rear pilot vehicles, provided that Waka Kotahi has approved the alternative signs.

Variable message signs must communicate the same messages and provide warnings to other road users that are as effective as or better than the standard pilot warning signs described in section *C4.3 Pilot warning sign specifications*.

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### **Use of sound warning device**

Pilots may also use a sound warning device if they consider it necessary to alert other road users to potential danger from an approaching overdimension vehicle or load.

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## C4.3 Pilot warning sign specifications

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### Introduction

This section describes the specifications for warning signs to be displayed on pilot vehicles.

For warning signs and equipment on overdimension vehicles and loads, see section *C3.2 Hazard warning equipment* above.

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### Sign placement on pilot vehicle

The diagram below illustrates the correct placement of a warning sign on the roof of a front pilot vehicle.



**Note:** Pilot warning signs may be displayed only when escorting an overdimension vehicle or load.

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### Letter size and stroke width

The diagram below illustrates the specified letter size and stroke width for pilot warning signs.

Full specifications for the wording, size and colour of pilot warning signs are set out in the table on the next page.



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*Continued on next page*

## C4.3 Pilot warning sign specifications continued

**Specifications** The table below sets out the wording, size and colour specifications for pilot warning signs.

**Legislation reference:** VDAM Rule schedule 7, part 3, table 7.1.

| Wording of warning sign   | Letter size and stroke width (all upper case) | Size of sign          | Colour of background     |   | Colour of wording  | Size and colour of border                                     |
|---|---|-----------------------|--------------------------|---|--|---|
|   |   |                       | Day                      | Night                                     | Day or night   | Day or night  |
| 'DANGER SLOW DOWN'  | 200mm/28mm<br>150mm/21mm                      | 1100mm x<br>600mm     | Fluorescent yellow-green | Fluorescent yellow-green retro-reflective | Matt black   | None  |
| 'WIDE LOAD FOLLOWS' or<br>'WIDE LOAD AHEAD'                                   | 150mm/21mm<br>150mm/21mm                      | 1100mm x<br>520mm     | Fluorescent yellow-green | Fluorescent yellow-green retro-reflective | Matt black   | Black 12mm  |
| 'HOUSE FOLLOWS' or<br>'HOUSE AHEAD'   | 150mm/21mm<br>150mm/21mm                      | 1100mm x<br>520mm     | Fluorescent yellow-green | Fluorescent yellow-green retro-reflective | Matt black   | Black 12mm  |
| 'LONG LOAD FOLLOWS' or<br>'LONG LOAD AHEAD'                                   | 150mm/21mm<br>150mm/21mm                      | 1100mm x<br>520mm     | Fluorescent yellow-green | Fluorescent yellow-green retro-reflective | Matt black   | Black 12mm  |
| 'PILOT VEHICLE'<br>To be displayed on the reverse side of all the above signs | 150mm/21mm<br>150mm/21mm                      | 1100mm x<br>520/600mm | Matt black               |   | White during the day;<br>White retro-reflective at night | White 12mm during the day;<br>White retro-reflective at night |

*Continued on next page*

## C4.3 Pilot warning sign specifications continued

### Order of display

The table below shows the order in which pilot signs must be displayed for various size loads.

**Legislation reference:** VDAM Rule schedule 7, part 3, table 7.2.

| Pilot vehicle              | Load width                               |   |  |
|----------------------------|--|---|--|
|                            | Greater than 3.1m up to and including 5m | Greater than 5m                                       | Less than 3.1 m, but requires pilot because of excess rear overhang or because it is longer than 25m overall |
| First pilot                | 'WIDE LOAD FOLLOWS'                      | 'DANGER SLOW DOWN'                                    | 'LONG LOAD FOLLOWS'  |
| Second pilot (if required) | 'WIDE LOAD FOLLOWS'                      | 'WIDE LOAD FOLLOWS' or 'HOUSE FOLLOWS' as appropriate | 'LONG LOAD FOLLOWS'  |
| Rear pilot (if required)   | 'WIDE LOAD AHEAD'                        | 'WIDE LOAD AHEAD' or 'HOUSE AHEAD' as appropriate     | 'LONG LOAD AHEAD'  |

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## C4.4 Pilot vehicle lighting requirements

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**Lighting during daylight**

All pilot vehicles must have their headlamps on low beam when escorting an overdimension vehicle during daylight hours.

A Class 2 pilot vehicle must have one or two flashing or revolving amber beacons fitted to its roof or in a position where it is clearly visible to traffic from behind.

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**Illumination of roof signs**

In darkness, roof-mounted warning signs on pilot vehicles must be illuminated with one or two lamps emitting a white light. The light from those lamps must not be directly visible from behind.

---

**Width exceeding 5m**

For pilot vehicles escorting overdimension vehicles that are wider than 5 metres, the lighting requirements are as follows:

- Each pilot vehicle must have fitted to its roof (or in a position where it is clearly visible to traffic approaching from the rear):
  - during daylight hours, two amber flashing or revolving beacons on the right, and two purple flashing or revolving beacons on the left, and
  - during the hours of darkness, one amber flashing or revolving beacon on the right, and two purple flashing or revolving beacons on the left.

Additional beacons may need to be fitted to the rear of pilot vehicles to ensure adequate warning to traffic approaching from the rear of the overdimension vehicle or load.

- In addition to the beacons above, the pilot vehicle that is furthest ahead must display a pair of alternately flashing auxiliary lamps that emit a purple light clearly visible to oncoming traffic.
  - The pilot vehicle furthest ahead may also operate with a pair of alternately flashing headlamps on low beam during daylight hours.
- 

**Exceptions**

If an enforcement officer pilots an overdimension vehicle or load, the vehicle must display blue and red flashing lights but is otherwise exempt from the lighting requirements above.

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**Use of sound warning device**

Pilots may also use a sound warning device if they consider it necessary to alert other road users to the overdimension vehicle or load.

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# Chapter C5: How to apply for an overdimension permit

## Overview

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### About this chapter

This chapter describes how to apply for an overdimension permit, including prerequisite tasks and documentation that may be required with an application.

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### In this chapter

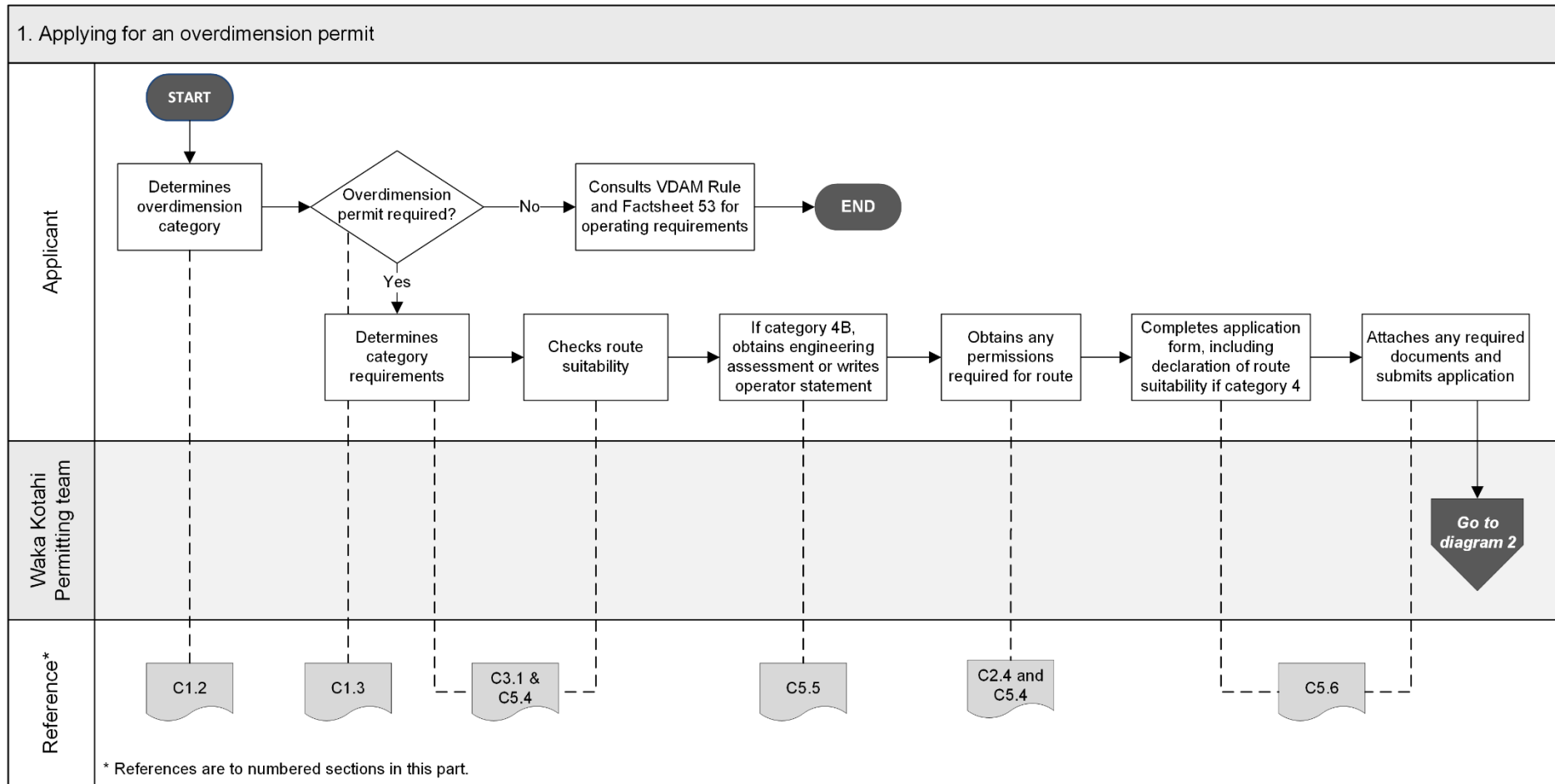
This chapter contains the following sections:

| Section   | See page |
|---|----------|
| C5.1 Overview diagrams of the overdimension permitting process            | C5-2     |
| C5.2 Do you need an overdimension permit?                                 | C5-4     |
| C5.3 Operator compliance check  | C5-5     |
| C5.4 Prerequisites to completing the application form                     | C5-6     |
| C5.5 Engineering assessment requirements for category 4B loads            | C5-9     |
| C5.6 Completing and submitting an application for an overdimension permit | C5-13    |
| C5.7 Processing time and permit fee                                       | C5-15    |

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## C5.1 Overview diagrams of the overdimension permitting process

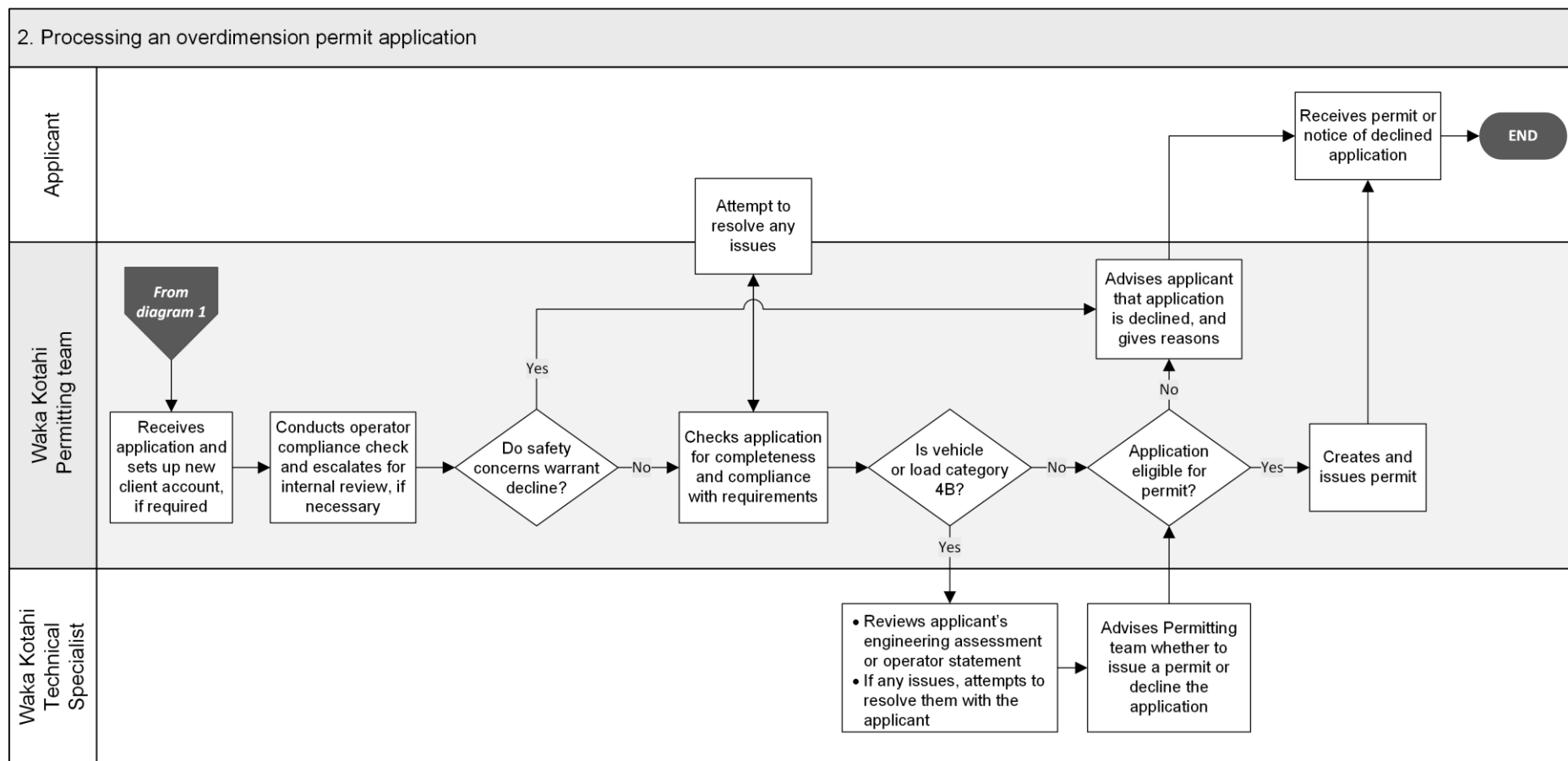
**Diagram 1** The diagram below illustrates the steps involved when applying for an overdimension permit.



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## C5.1 Overview diagrams of the overdimension permitting process continued

**Diagram 2** The diagram below gives a high-level overview of the steps involved in processing an overdimension permit application.



## C5.2 Do you need an overdimension permit?

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### **When you need an overdimension permit**

You need to apply for an overdimension permit if your vehicle or load:

- has a category 3 or category 4 width and forward distance combination (see section *C1.2 Overdimension categories*)
  - is higher than 5 metres
  - is longer than 25 metres
  - has a front or rear overhang exceeding 7 metres, or
  - is in any category (including categories 1 and 2) and is unable to comply with the operating requirements that apply to its category.
- 

### **Criteria for issuing a permit**

When processing an application for an overdimension permit, Waka Kotahi permitting staff may consider:

- the suitability of the route
- the potential for causing congestion and impeding other road users
- how the operator proposes to manage any risks, and
- any safety concerns arising from breaches of previous permits or an operator's traffic offending history (for details see the next section *C5.3 Operator compliance check*).

If permitting staff have any concerns about issuing an overdimension permit, they will work with the operator to resolve any issues. A permit application is rarely declined, and only if issues cannot be resolved.

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### **Permit must be carried in vehicle**

If you have been issued with an overdimension permit, you must carry it in a readable format in the vehicle for the period of travel covered by the permit.

You must produce the permit for inspection by a pilot or an enforcement officer.

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## C5.3 Operator compliance check

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**Legal basis** When assessing an overdimension permit application, Waka Kotahi permitting staff may, among other criteria, consider an applicant's compliance history. Breaches of conditions on previously issued permits or an applicant's traffic offending history may therefore be investigated during the permitting process. For more details see section *A2.4 Operator compliance checks* in part A of this volume.

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**Review process** If an investigation into an operator's compliance record raises any concerns, it undergoes an internal review process before Waka Kotahi decides whether to process the permit application or decline it on safety grounds.

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**Appeals** Operators may appeal against a decision to decline a permit application. An appeal must be made to the District Court within 28 days.

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## C5.4 Prerequisites to completing the application form

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|   |  |
|---|--|
| <b>Introduction</b>                           | This section describes prerequisites to applying for an overdimension permit.  |
| <b>Overweight permit must be issued first</b> | <p>If you also need an overweight permit for your overdimension load or vehicle, you should apply to Waka Kotahi (for state highways) or the relevant local road controlling authorities (for local roads) <b>before</b> you apply for an overdimension permit.</p> <p>Under the VDAM Rule, Waka Kotahi must not issue an overdimension permit if the vehicle or load would exceed design mass limits.</p>   |
| <b>Checking the route</b>                     | <p>Your overdimension vehicle or load must not cause any damage on its route. You should therefore ensure your vehicle or load can safely fit along the route you wish to travel on by doing the following:</p> <ol style="list-style-type: none"><li><b>1. Checking for designated overdimension routes</b><p>An overdimension vehicle must use a designated overdimension route if one is available.</p><p>Contact Waka Kotahi or relevant local road controlling authorities for information about designated overdimension routes.</p></li><li><b>2. Checking for specific route restrictions</b><p>If your route is in the Auckland region, Wellington or includes the Lyttelton Tunnel or toll roads, see section <i>C2.3 Specific route restrictions for overdimension vehicles</i>.</p></li><li><b>3. Conducting a route survey</b><p>You should satisfy yourself that there are no obstructions (for example, road signs, overhanging wires, trees or foliage) on the route. Waka Kotahi advises operators to drive along the route in daylight in a standard-sized vehicle to check for places that the overdimension vehicle may find difficult to pass.</p></li><li><b>4. Determining risk management measures</b><p>If you have a category 4 vehicle or load, you may need to determine measures to manage any risks along the route or parts of the route, and provide details of such measures on the application form – see <i>Category 4: Declaration of route suitability</i> below.</p></li></ol> |

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## C5.4 Prerequisites to completing the application form

continued

### Obtaining permissions

#### *Specific route permissions*

You may need to get specific permissions if your route includes:

- the Auckland Harbour Bridge
- Auckland or Wellington motorways
- the Lyttelton Tunnel, or
- toll routes.

For details see section *C2.3 Specific route restrictions for overdimension vehicles*.

#### *Permissions for excess height*

If your vehicle is higher than 4.3 metres, you may need written permission from the asset owner to pass under overhead obstructions or electrical lines. For details see section *C2.5 Overheight requirements*.

#### *Permissions for crossing railway level crossings*

If your vehicle is longer than 25 metres and your route includes railway level crossings, you must obtain written permission from the access provider.

Some level crossings may also have height, weight or width restrictions, and a permit from KiwiRail or another access provider may be required to cross those safely.

For more detailed information about KiwiRail's requirements, refer to [www.kiwirail.co.nz](http://www.kiwirail.co.nz), or contact KiwiRail at [crossingpermits@kiwirail.co.nz](mailto:crossingpermits@kiwirail.co.nz).

### Category 4: Declaration of route suitability

If your vehicle or load is within category 4, you must declare on the permit application form that your route has been assessed and the load can be safely managed by:

- meeting the piloting requirements specified in the VDAM Rule, or
- having necessary risk management measures in place in addition to the requirements of the rule for particular sections of the route.

If you declare that you have risk management measures in place, you must provide details on the application form.

**Note:** The declaration of route suitability is a formal declaration. False statements could be open to prosecution and subject to a penalty of up to \$10,000.

**Legislation reference:** Land Transport Act 1998 section 44.

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## C5.4 Prerequisites to completing the application form continued

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**Category 4B:  
Engineering  
assessment or  
operator  
statement**

If your load dimensions are within category 4B, you must also provide an engineering assessment together with your permit application.

**Legislation reference:** VDAM Rule sections 6.51(3) and (4).

Depending on whether the load type is 'long and low' or 'general', Waka Kotahi may accept a written operator statement instead of an engineering assessment for some of the information required to be covered for a category 4B load.

For details see the next section *C5.5 Engineering assessment requirements for category 4B loads*.

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## C5.5 Engineering assessment requirements for category 4B loads

**Introduction** For category 4B overdimension loads, the VDAM Rule requires operators to submit an engineering assessment together with a permit application.

This section describes what must be covered in an engineering assessment and how the information must be provided to Waka Kotahi.

This section gives effect to the requirement in the VDAM Rule for the Director of Land Transport to determine and publish the details that must be assessed.

**Legislation reference:** VDAM Rule sections 6.51(3) and (4).

**Where to get an engineering assessment** Where the table below indicates that an engineering assessment is required, Waka Kotahi accepts an engineering assessment from a chartered professional engineer (CPEng).

**Operator statement** Where the table below indicates that an operator statement is acceptable instead of an engineering assessment, this must be made in writing (and signed) by a person in control. Waka Kotahi can refuse to accept an operator statement if it has evidence of previous issues or non-compliance. In that situation, Waka Kotahi may request an engineering assessment instead of an operator statement.

### ***False statements may incur penalties***

An operator statement submitted as part of a permit application is a formal confirmation of information known to the person providing it. False statements could be subject to prosecution and may incur penalties of up to \$10,000.

**Legislation reference:** Land Transport Act 1998 section 44.

**'Long and low' or 'general' load type?** Whether Waka Kotahi requires an engineering assessment or accepts an operator statement largely depends on the load type. The engineering assessment requirements table below distinguishes between two load types, as follows:

| Load type        | Description  |
|------------------|--|
| L – Long and low | <ul style="list-style-type: none"> <li>• No wider than 3.1 metres, and</li> <li>• No higher than 4.3 metres</li> </ul> |
| G – General      | All loads other than type L  |

*Continued on next page*

## C5.5 Engineering assessment requirements for category 4B loads continued

### One engineering assessment for repeat applications

For multiple permit applications for repeated overdimension movements, the applicant may provide a reference to an existing engineering assessment rather than supply a new analysis with each application.

This only applies to permit applications with:

- the same load, with **identical (or lesser) dimensions** to the load on the original application
- the same route, and
- the same start and end points.

### Engineering assessment requirements

The table below describes the information that must be covered in an engineering assessment or, optionally, by a written statement from the operator as applicable.

| Required information                                  | Description  | Required document                         |
|---|--|---|
| 1. Verification of load origin, destination and route | <ul style="list-style-type: none"> <li>• Verification of the origin and destination of the load</li> <li>• Route details, and</li> <li>• Distance from journey origin to destination.</li> </ul> | <b>Load type L:</b><br>Operator statement |
|   |  | <b>Load type G:</b><br>Operator statement |

*Continued on next page*

## C5.5 Engineering assessment requirements for category 4B loads continued

### Engineering assessment requirements (continued)

| Required information                       | Description   | Required document   |
|--|---|---|
| 2. Verification of maximum load dimensions | <p><b>Maximum dimensions</b></p> <p>The following maximum dimensions must be stated to the nearest 0.1 m:</p> <ul style="list-style-type: none"> <li>• overall width</li> <li>• overall height, and</li> <li>• overall length.</li> </ul> <p><b>Note:</b> Overall width for a building includes bay/garden windows, door and window frames and any other protrusions, but does not include any temporary supports used to brace the eaves/soffits.</p> <p>These temporary supports must be at least 2m from the ground level while the trailer is in its operating height of between 1.0 and 1.2m.</p> <p><b>Reasons for dimensions</b></p> <p>The report must also provide the reason(s) for exceeding 50m in length, 6.5m in height or 11 m in width, and why the load cannot be reduced to smaller dimensions.</p> | <p><b>Load type L:</b></p> <p>Operator statement</p>  |
|  |   | <p><b>Load type G:</b></p> <p>Engineering assessment</p>  |
| 3. Verification of route suitability       | <p>Verification that the proposed route can be safely negotiated by the load, including:</p> <ul style="list-style-type: none"> <li>• A brief description of how traffic will be managed at choke points (critical areas of road geometry). This may include working with local road controlling authorities to ensure the traffic management plan is acceptable.</li> <li>• Identification of any permanent structures needing removal.</li> <li>• Identification of any sections of critical road geometry where problems are likely to occur and may result in delays to other traffic.</li> </ul>   | <p><b>Load type L or G:</b></p> <p>Engineering assessment</p> <p>OR</p> <p>Operator statement</p> |

*Continued on next page*

## C5.5 Engineering assessment requirements for category 4B loads continued

### Engineering assessment requirements (continued)

| Required information                | Description  | Required document  |
|-------------------------------------|--|--|
| 4. Hauling limitations              | <b>Load type G:</b><br>Specification of the following limitations: <ul style="list-style-type: none"> <li>• maximum haul speed (in km/h)</li> <li>• maximum allowable wind speed (three-second gust) that the load can be transported in (in km/h), and</li> <li>• maximum allowable tilt angle, which must be significantly lower than the tilt at which the load would become unstable, particularly in areas where transverse slopes are likely to be excessive or the trailer needs to be tilted to avoid permanent obstacles that cannot be removed.</li> </ul> | <b>Load type G:</b><br>Engineering assessment                                  |
|                                     | <b>Load type L:</b><br>Static roll threshold (SRT) rating for the load   | <b>Load type L:</b><br>Engineering assessment                                  |
| 5. Verification of contingency plan | Evidence that the operator has a contingency plan in place, for example, to manage problems such as vehicle breakdown or the load getting stuck.   | <b>Load type L or G:</b><br>Engineering assessment<br>OR<br>Operator statement |

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## C5.6 Completing and submitting an application for an overdimension permit

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### Accessing the application form

The overdimension permit application form is accessible on Waka Kotahi's website at

[www.nzta.govt.nz/commercial-driving/permits/overweight-permits/application-for-an-overdimension-permit/](http://www.nzta.govt.nz/commercial-driving/permits/overweight-permits/application-for-an-overdimension-permit/).

The application form may be completed and submitted online, or you can download a PDF version, complete it and email it to [OPIA@nzta.govt.nz](mailto:OPIA@nzta.govt.nz).

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### Tips for completing the application form

#### ***Transport service licence (TSL) number***

If you provide freight, vehicle recovery and passenger transport services, you require a transport service licence (TSL) to operate.

You must provide your TSL number on the application form if you have one, even if the vehicle you are applying for is exempt and does not require a TSL to be operated. Vehicles for which no TSL is required include:

- mobile cranes
- mobile plant and machinery
- special purpose vehicles, and
- agricultural vehicles.

#### ***Plate numbers***

You only need to provide the vehicle plate numbers on the application form if the permit is for an overdimension vehicle. If you are transporting an overdimension load on a standard vehicle, you do not need to provide the plate numbers on the form.

#### ***Route details***

Before you complete the route details, ensure you have done a route check. If you have a category 4 vehicle or load, you may also need to determine risk mitigation measures to complete the declaration of route suitability on the application form. For details see section *C5.4 Prerequisites to completing the application form*.

#### ***Dimension measurements for certain vehicle configurations***

Note that there are specific forward distance measurement requirements if your vehicle includes a manned steering jinker or a load-sharing trailer. For details see *Forward distance calculations* in section C1.2.

If an overdimension vehicle is operated with a manned steering jinker or a pole trailer, the rear overhang is measured between the centre of the rear turntable load support and the rearmost part of the load.

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## C5.6 Completing and submitting an application for an overdimension permit continued

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### Electronic copies of required documents

If you need to submit required documents with your application, such as an engineering assessment or a written operator statement, ensure you have electronic copies of these documents. You must attach electronic copies to the online application form or to your email application.

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### Submitting the application

Before you click **Submit** or **Send**, do a final check to confirm that you:

- are satisfied that all information on the application form is complete and correct
- have completed the declaration of route suitability on the application form if you have a category 4 vehicle or load
- have attached any required documents, and
- have signed and dated the declaration at the end of the application form.

Waka Kotahi only processes complete permit applications and will return incomplete applications.

#### *Confirmation email*

If you have successfully submitted your application online or by email, you will receive a confirmation email.

**Note:** If you do not receive a confirmation email, Waka Kotahi will not have received your application.

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### Help

If you need help with applying for an overdimension permit, contact Waka Kotahi's Overdimension Permit Issuing Agency (OPIA) by:

- telephoning 0800 OVERSIZE (0800 683 774), or
  - emailing [OPIA@nzta.govt.nz](mailto:OPIA@nzta.govt.nz).
-

## C5.7 Processing time and permit fee

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**Processing time**

Waka Kotahi aims to process overdimension permit applications within three working days.

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**Overdimension permit fee**

The fee for an overdimension permit is \$32.20 (including GST).  
Applicants are invoiced to the address listed on the application form unless they have set up Waka Kotahi with a direct debit authority.

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