



Queensland

Transport Operations (Road Use Management) Act 1995

Transport Operations (Road Use Management—Mass, Dimensions and Loading) Regulation 2005

Reprinted as in force on 1 September 2005

Reprint No. 1

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- use standard punctuation consistent with current drafting practice (s 27)
- omit provisions that are no longer required (s 40)
- make all necessary consequential amendments (s 7(1)(k)).

This page is specific to this reprint. A table of reprints is included in the endnotes.

Also see endnotes for information about when provisions commenced.

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Part 1 Preliminary

1 Short title

This regulation may be cited as the *Transport Operations (Road Use Management—Mass, Dimensions and Loading) Regulation 2005*.

2 Commencement

This regulation commences on 1 September 2005.

3 Definitions

The dictionary in schedule 11 defines particular terms used in this regulation.

4 Measurement of distance between axles

For this regulation, the distance between axles is measured between the centres of the wheels mounted on the axles and parallel to the length of the vehicle.

Part 2 Mass

Division 1 Preliminary

5 Application of pt 2

This part applies to the following when on a road—

- (a) a vehicle with a GVM of more than 4.5t;
- (b) a combination that includes a vehicle with a GVM of more than 4.5t;
- (c) a combination that includes a prime mover.

6 Definition for pt 2

In this part—

mass requirement, for a vehicle, means a provision of schedule 1 or 4 applying to it.

Division 2 Mass requirements

7 Compliance with requirements—vehicles

The person in control of a vehicle must ensure the vehicle complies with a mass requirement applying to it.

Maximum penalty—

- (a) for an excessive overloading offence—50 penalty units;
or
- (b) for a dangerous overloading offence or extreme overloading offence—80 penalty units.

8 Compliance with requirements—trailers

The person in control of a vehicle towing a trailer must ensure the trailer complies with a mass requirement applying to it.

Maximum penalty—

- (a) for an excessive overloading offence—50 penalty units;
or
- (b) for a dangerous overloading offence or extreme overloading offence—80 penalty units.

9 Compliance with requirements—combinations

The person in control of a combination must ensure it complies with a mass requirement applying to it.

Maximum penalty—

- (a) for an excessive overloading offence—50 penalty units;
or
- (b) for a dangerous overloading offence or extreme overloading offence—80 penalty units.

10 Alternative compliance

- (1) Sections 7 to 9 are provisions for which an alternative compliance scheme may be approved under section 15 of the Act.¹
- (2) The purpose of prescribing the provisions is to ensure the mass of a vehicle, trailer or combination mentioned in the provision, and the mass placed on components of the vehicle, trailer or combination is safe.

Division 3 Other provisions about mass

11 Vehicle tare

The tare of a vehicle may be determined—

- (a) by weighing the vehicle on a weighing device; or
- (b) from the certificate of registration in force for the vehicle under State or Commonwealth law.

¹ Section 15 (Alternative ways of complying with Act) of the Act

12 Tyre mass

The tyre mass of a vehicle tyre may be determined by weighing on a weighing device.

13 Axle mass

- (1) An axle mass of a vehicle may be determined—
 - (a) for a single axle that is not part of a group of axles—by weighing with the tyres of the axle simultaneously on a weighing device; or
 - (b) for a group of axles—by weighing with the tyres of the group of axles simultaneously on a weighing device.
- (2) However, the axle mass of an axle fitted with dual tyres may be determined by placing only the outside tyres on the weighing device.

14 Axle mass—complying buses

- (1) This section applies despite schedule 1, section 1(6).
- (2) The total mass on the axles of a complying bus must not be more than—
 - (a) for a bus with 2 axles—16t; or
 - (b) for a bus with a rear tandem axle group fitted with single tyres on 1 axle and dual tyres on the other axle—20t; or
 - (c) for a bus with a rear tandem axle group fitted with dual tyres on both axles—22.5t.
- (3) The total mass on the axles of a complying bus with a trailer must not be more than the total of—
 - (a) the mass for the bus allowed under subsection (2); and
 - (b) the mass for the trailer allowed under schedule 2.
- (4) In this section—

air suspension system for a bus means a suspension system in which—

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- (a) vertical movement between each axle, and the body, of the bus is controlled by variations in the air pressure in an air spring; and
- (b) the proportion of the bus's mass that is borne by the air spring remains substantially constant despite variations in the air pressure in the air spring.

complying bus means a bus with 2 or 3 axles, including a single steer axle, that is fitted with an air suspension system and—

- (a) for a bus manufactured on or after 1 July 1994—
 - (i) has a compliance plate; and
 - (ii) meets the occupant protection specifications in ADR 68; or
- (b) for another bus, meets—
 - (i) the emergency exit specifications in ADR 44; and
 - (ii) the rollover strength specifications in ADR 59; and
 - (iii) the occupant protection specifications in ADR 68.

15 Axle mass for ultra-low floor route bus

- (1) This section applies despite schedule 1, section 1(6).
- (2) The total mass on the axles of an ultra-low floor route bus must not be more than 16t.
- (3) The total mass on the axles of an ultra-low floor route bus with a trailer must not be more than the total of—
 - (a) the mass for the bus allowed under subsection (2); and
 - (b) the mass for the trailer allowed under schedule 2.

16 Vehicle mass

The mass of a vehicle or vehicle combination may be determined—

- (a) by weighing all axles simultaneously on a weighing device; or

- (b) by totalling the axle mass of each axle of the vehicle or vehicle combination.

17 Other ways of determining mass may be used

This part does not limit the way a vehicle's tare or mass or a vehicle's tyre or axle mass may be determined.

18 Way of stating GVM

For the definition *GVM* in schedule 4 of the Act, the maximum loaded mass of a vehicle may be—

- (a) if the *GVM* is not stated on the vehicle's compliance plate, the compliance plate is illegible, or the vehicle has no compliance plate—stated in writing by the vehicle's manufacturer; or
- (b) for a vehicle registered—
 - (i) in Queensland—stated in the vehicle's registration certificate issued under a transport Act; or
 - (ii) in another State—stated in writing by the State's registration authority; or
- (c) stated in a certificate of modification for the vehicle, or in a modification plate attached to the vehicle, issued under—
 - (i) a transport Act; or
 - (ii) a corresponding law.

19 Proof of GCM or GVM

A certificate purporting to be signed by the chief executive or commissioner and stating the following matters for a vehicle is evidence of the matters—

- (a) a vehicle's *GCM* and the way it has been stated for the definition *GCM* in schedule 11;
- (b) a vehicle's *GVM* and the way it has been stated under the Act.

20 Proof of mass

- (1) In a proceeding under this regulation, a certificate of a servicing licensee or trade measurement inspector, stating that a weighing device was tested on a stated date, is, within 1 year after that date, evidence that the mass indicated by the weighing device is accurate to the extent stated in the certificate.

- (2) In this section—

servicing licensee means a licensee under a servicing licence granted under the *Trade Measurement Act 1990*.

trade measurement inspector means an inspector under the *Trade Measurement Administration Act 1990*.

21 Information and extended liability offences

An offence against this part is—

- (a) an information offence for the Act, section 50;² and
(b) an extended liability offence for the Act, section 57B.³

Part 3 Vehicle dimensions

Division 1 Preliminary

22 Meaning of *rear overhang* and *rear overhang line* for pt 3

- (1) This section defines *rear overhang* and *rear overhang line* for this part.
- (2) The *rear overhang* of a vehicle is the distance between the rear of the vehicle and the rear overhang line of the vehicle.

2 Section 50 (Power to require information) of the Act

3 Section 57B (Further liability provisions for extended liability offences) of the Act

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- (3) For a vehicle with an axle group at the rear comprising only 1 axle, the **rear overhang line** is a line running along the centre of the axle.
- (4) For a vehicle with an axle group at the rear comprising 2 axles, 1 of which is fitted with twice the number of tyres as the other, the **rear overhang line** is a line running parallel to the axles that is—
 - (a) closer to the axle carrying the greater number of tyres than it is to the other axle; and
 - (b) located at one-third of the distance between the 2 axles.
- (5) For a vehicle with an axle group at the rear that is not an axle group mentioned in subsection (3) or (4), the **rear overhang line** is a line running parallel to the axles down the centre of the axle group.
- (6) For applying subsection (3), (4) or (5) to a vehicle—
 - (a) an axle group is taken to comprise only the fixed and retractable axles in contact with the ground at the particular time the subsection is applied to the vehicle; and
 - (b) an axle group is taken not to comprise any steerable axle unless—
 - (i) the group comprises only 1 axle and that axle is a steerable axle; or
 - (ii) all the axles in the group are steerable axles.

23 Load and other things are part of vehicle's dimensions for pt 3

In this part, a vehicle is taken to include anything on the vehicle, unless otherwise stated.

Division 2 Particular dimensions

24 Length—motor vehicles

A person must not drive a vehicle on a road if the vehicle is longer than—

- (a) for a combination, other than a B-double or road train—19m; or
- (b) for an articulated bus—18m; or
- (c) for any other vehicle—12.5m.

Maximum penalty—40 penalty units.

25 Width

- (1) A person must not drive a vehicle on a road if the vehicle is wider than 2.5m.

Maximum penalty—40 penalty units.

- (2) When measuring the width of a vehicle for subsection (1), any of the following items that may be fitted to the vehicle are to be disregarded—
 - (a) anti-skid devices mounted on wheels;
 - (b) central tyre inflation systems;
 - (c) lights, mirrors, reflectors, signalling devices or tyre pressure gauges.

26 Height

A person must not drive a vehicle on a road if the vehicle is higher than—

- (a) for a vehicle built to carry cattle, horses, pigs or sheep—4.6m; or
- (b) for a vehicle built with at least 2 decks for carrying vehicles, when carrying a vehicle on the upper deck—4.6m; or
- (c) for a double-decker bus—4.4m; or

(d) for another vehicle—4.3m.

Maximum penalty—40 penalty units.

27 Ground clearance

- (1) A person must not drive a vehicle on a road if the vehicle has a ground clearance of less than—
 - (a) at a point within 1m of an axle—100mm; and
 - (b) at the midpoint between adjacent axles—one-thirtieth of the distance between the centre of each axle; and
 - (c) at any other point—the distance that allows the vehicle to pass over a peak in the road if the gradient on either side of the peak is 1:15.

Maximum penalty—30 penalty units.

- (2) In this section—

ground clearance of a vehicle means the minimum distance between the ground and the vehicle's underside, other than its tyres, wheels, wheel hubs, brake backing plates, flexible mudguards and mudflaps.

28 Length—trailers

- (1) A person must not drive a vehicle towing a semitrailer or dog trailer on a road if the semitrailer or dog trailer does not comply with this section.

Maximum penalty—30 penalty units.

- (2) On a semitrailer or dog trailer, the distance from the front articulation point to—
 - (a) the rear overhang line must not be more than 9.5m; and
 - (b) the rear of the trailer must not be more than 12.3m.
- (3) The part of a semitrailer or anything attached to a semitrailer in front of the trailer's front articulation point, other than another vehicle, must not protrude beyond the prescribed limit.

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- (4) The prescribed limit is an imaginary line created by drawing a semicircle of 1.9m radius from the centre of, and forward of, the front articulation point.
- (5) A semitrailer with more than 1 front articulation point must comply with subsections (2) and (3) when measured at one of the points.
- (6) A trailer built to carry cattle, horses, pigs or sheep (*animals*) on 2 or more partly or completely overlapping decks must not have more than 12.5m of its length available to carry animals.
- (7) In a B-double built to carry animals, the 2 semitrailers must not have more than 18.8m of their combined length available to carry animals.
- (8) For subsections (6) and (7), the length available for the carriage of animals on a trailer is measured from the inside of the front wall or door of the trailer to the inside of the rear wall or door of the trailer, with any intervening partitions disregarded.

29 Length—rear overhang

- (1) A person must not drive a vehicle on a road if the vehicle does not comply with this section.
Maximum penalty—30 penalty units.
- (2) The rear overhang of a vehicle must not be more than the lesser of 3.7m and—
 - (a) for a semitrailer or dog trailer—60% of the distance between the front articulation point and the rear overhang line; or
 - (b) for any other trailer—the distance between the front of the body or load carrying area and the rear overhang line; or
 - (c) for another vehicle—60% of the distance between the centre of the front axle and the rear overhang line.
- (3) A semitrailer with more than 1 front articulation point must comply with subsection (2)(a) when measured at the same

point that is used for measurement for compliance under section 28(5).

- (4) Despite subsection (2), if a vehicle built to carry vehicles has at least 2 decks and a vehicle it is carrying overhangs its rear, the rear overhang of the vehicle built to carry vehicles must not be more than 4.9m.

30 Length—trailer drawbars

- (1) A person must not drive a vehicle towing a trailer on a road if the trailer does not comply with this section.

Maximum penalty—30 penalty units.

- (2) On a dog trailer, the distance between the coupling pivot point on the drawbar and the centre of the front axle group—
 - (a) must not be more than 5m; and
 - (b) if the trailer is used in a road train that is longer than 19m—must not be less than 3m.
- (3) On a trailer, other than a semitrailer, with only a single axle group, the distance between the coupling pivot point on the drawbar and the centre of the axle group must not be more than 8.5m.

Division 3 Projections

31 Meaning of *load* for div 3

In this division—

load includes equipment and the pole of a pole type trailer or jinker.

32 Measuring width for div 3

When measuring a vehicle's width for this division, a back-vision mirror, light or reflector attached to the vehicle is not to be taken into account.

33 Limits on projections of loads—motorbikes

- (1) This section applies only in relation to loads on motorbikes.
- (2) A person must not drive, park or stop a motorbike on a road if any load on the motorbike projects—
 - (a) for a motorbike without a sidecar—
 - (i) more than 150mm in front of the outer extremity of the motorbike's front wheel; or
 - (ii) more than 300mm behind the outer extremity of the motorbike's back wheel; or
 - (iii) past the outer extremity of the motorbike on either side; or
 - (b) for a motorbike with a sidecar—
 - (i) more than 600mm in front of the outer extremity of the motorbike's front wheel; or
 - (ii) more than 900mm behind the outer extremity of the motorbike's back wheel; or
 - (iii) past the outer extremity of the vehicle on either side; or
 - (c) for a motorbike trailer—
 - (i) more than 300mm behind the trailer; or
 - (ii) past the outer extremity of the trailer on either side.

Maximum penalty—20 penalty units.

- (3) If part of the load on a motorbike, or on a trailer towed by a motorbike, projects in a way that it would not be readily visible to a person following immediately behind the motorbike, the driver of the motorbike must ensure—
 - (a) a brightly coloured red, red and yellow, or yellow flag at least 450mm by 450mm is fixed to the extreme back of the load; and
 - (b) at night—
 - (i) a light showing a clear red light to the back, visible under normal atmospheric conditions at a distance

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of at least 200m, is fixed to the extreme back of the load; or

- (ii) at least 2 reflectors, capable of projecting a red reflection of light from the headlight of any following vehicle, are fixed to the extreme back of the load.

Maximum penalty—20 penalty units.

34 Limits on projection of loads—motor vehicles other than motorbikes

- (1) This section applies in relation to loads on motor vehicles other than motorbikes.

- (2) A person must not drive, park or stop a motor vehicle on a road if any load on the vehicle projects—

- (a) for a motor vehicle without a trailer—

- (i) more than 1.2m in front of the motor vehicle's headlights; or
- (ii) more than 1.2m behind the motor vehicle; or
- (iii) more than 150mm past the outer extremity of the motor vehicle on either side; or

- (b) for a motor vehicle with a trailer—

- (i) more than 1.2m in front of the motor vehicle's headlights; or
- (ii) more than 1.2m behind either the motor vehicle or the trailer; or
- (iii) more than 150mm past the outer extremity of either the motor vehicle or the trailer on either side.

Maximum penalty—20 penalty units.

- (3) Despite subsection (2), a load may project more than 1.2m behind either a motor vehicle or a trailer if—

- (a) a brightly coloured red, red and yellow, or yellow flag at least 450mm by 450mm is fixed to the extreme back of the load; and

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- (b) at night—
 - (i) a light showing a clear red light to the back, visible under normal atmospheric conditions at a distance of at least 200m, is fixed to the extreme back of the load; or
 - (ii) at least 2 reflectors, capable of projecting a red reflection of light from the headlight of any following vehicle, are fixed to the extreme back of the load.
- (4) If part of the load on a motor vehicle, or on a trailer towed by a motor vehicle, projects in a way that it would not be readily visible to a person following immediately behind the vehicle, the driver of the vehicle must ensure—
 - (a) a brightly coloured red, red and yellow, or yellow flag at least 450 mm by 450mm is fixed to the extreme back of the load; and
 - (b) at night—
 - (i) a light showing a clear red light to the back, visible under normal atmospheric conditions at a distance of at least 200m, is fixed to the extreme back of the load; or
 - (ii) at least 2 reflectors, capable of projecting a red reflection of light from the headlight of any following vehicle, are fixed to the extreme back of the load.

Maximum penalty—20 penalty units.

35 Limits on projections of loads—vehicles drawn by an animal

- (1) A person must not drive, park or stop a vehicle drawn by an animal on a road if any load on the vehicle projects—
 - (a) past the animal's head; or
 - (b) if the vehicle is a 2-wheeled vehicle—more than 1m behind the vehicle's body; or

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- (c) if the vehicle is a 4-wheeled vehicle—more than 1m behind the vehicle's body or the back wheels; or
- (d) if the vehicle is a pole type jinker—behind the back end of the pole; or
- (e) more than 300mm past the outer extremity of the vehicle's body or wheels on either side.

Maximum penalty—20 penalty units.

- (2) Despite subsection (1), a load may project more than 1m behind a vehicle drawn by an animal, if—
 - (a) a brightly coloured red, red and yellow, or yellow flag at least 450mm by 450mm is fixed to the extreme back of the load; and
 - (b) at night—
 - (i) a light showing a clear red light to the back, visible under normal atmospheric conditions at a distance of at least 200m, is fixed to the extreme back of the load; or
 - (ii) at least 2 reflectors, capable of projecting a red reflection of light from the headlight of any following vehicle, are fixed to the extreme back of the load.

36 Division does not affect div 2

Nothing in this division authorises a person to drive a vehicle on a road other than in compliance with the requirements of a provision of division 2.

Division 4 Information and extended liability offences

37 Information and extended liability offences

An offence against this part involving a heavy vehicle is—

- (a) an information offence for the Act, section 50;⁴ and
- (b) an extended liability offence for the Act, section 57B.⁵

Part 4 Loading

Division 1 Preliminary

38 Application of part

This part applies to a load on a vehicle or combination on a road.

39 Definition for pt 4

In this part—

loading requirement, for a vehicle, means a provision of schedule 7 applying to it.

Division 2 Loading requirements

40 Compliance with requirements—vehicles

The person in control of a vehicle must ensure a load on it complies with a loading requirement applying to it.

Maximum penalty—

- (a) for a private vehicle—20 penalty units; or
- (b) for a heavy vehicle—40 penalty units.

4 Section 50 (Power to require information) of the Act

5 Section 57B (Further liability provisions for extended liability offences) of the Act

41 Compliance with requirements—trailers

The person in control of a vehicle towing a trailer must ensure the trailer complies with a loading requirement applying to it.

Maximum penalty—

- (a) for a private vehicle—20 penalty units; or
- (b) for a heavy vehicle—40 penalty units.

42 Compliance with requirements—combinations

The person in control of a combination must ensure it complies with a loading requirement applying to it.

Maximum penalty—

- (a) for a private vehicle—20 penalty units; or
- (b) for a heavy vehicle—40 penalty units.

Division 3 Other provisions

43 Proof of loading offences

In a proceeding for an offence against a loading requirement—

- (a) evidence that a load on a vehicle was not placed, secured or restrained in a way that met a performance standard under the ‘Load restraint guide’ is evidence of a contravention of a loading requirement;⁶ and
- (b) evidence that a load, or part of a load, has fallen off a vehicle is evidence that the load was not properly secured; and
- (c) a court must presume a document purporting to be the ‘Load restraint guide’ is the ‘Load restraint guide’, until the contrary is proved.

⁶ The ‘Load restraint guide’ is published by the National Transport Commission.

44 Information and extended liability offences

An offence against this part involving a heavy vehicle is—

- (a) an information offence for the Act, section 50;⁷ and
- (b) an extended liability offence for the Act, section 57B.⁸

Part 5 Protection of roads and structures

45 Damage to road transport infrastructure

- (1) A person must not use, or permit to be used, on a State-controlled road, whether with a gravel formation or sealed surface, a vehicle or other kind of equipment that may damage the road, other than under a permit issued under section 46.

Maximum penalty—80 penalty units.

- (2) A person must not use, or permit to be used, on a State-controlled road, a vehicle or other kind of equipment that is not fitted with pneumatic or rubber tyres, other than—
 - (a) under a permit issued under section 46; or
 - (b) for the construction of works for, or the maintenance of, road transport infrastructure.

Maximum penalty—80 penalty units.

46 Application for, and issue of, permit

- (1) A person who proposes to use a vehicle or other equipment for which a permit is required under section 45 may apply to the chief executive for a permit under this section.
- (2) The application—

7 Section 50 (Power to require information) of the Act

8 Section 57B (Further liability provisions for extended liability offences) of the Act

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- (a) must be written; and
 - (b) must be made to the chief executive at least 10 business days before the vehicle or other equipment is used on the State-controlled road.
- (3) The chief executive may issue the permit, with or without conditions, or refuse to issue the permit.
- (4) A permit may include conditions about—
- (a) the State-controlled roads on which the vehicle or other equipment may be used; and
 - (b) the period for which the vehicle or other equipment may be used on State-controlled roads; and
 - (c) the maximum mass and dimensions for the vehicle or other equipment; and
 - (d) preparing or strengthening road transport infrastructure; and
 - (e) the repair, replacement or reconstruction of road transport infrastructure; and
 - (f) other matters the chief executive considers necessary or appropriate.
- (5) Before granting the permit, or as a condition of it, the chief executive may require the applicant to pay the chief executive's costs or estimated costs of the following—
- (a) assessing the vehicle's route and preparing the relevant plans and estimates;
 - (b) preparing and strengthening road transport infrastructure on the route;
 - (c) repairing, replacing or reconstructing road transport infrastructure on the route;
 - (d) ensuring compliance with a condition or a proposed condition of the permit.
- (6) A permit issued under this section is void if a condition included in the permit is contravened.

47 Restriction of loads on structures

- (1) The chief executive may—
 - (a) decide the maximum loaded mass for a vehicle that may use a bridge or culvert forming part of a State-controlled road; and
 - (b) erect on or in the vicinity of the bridge or culvert a conspicuous notice stating—
 - (i) the maximum loaded mass for a vehicle that may use the bridge or culvert; and
 - (ii) any reasonable and relevant conditions the chief executive considers should apply for the safe use of the bridge or culvert by a vehicle.
- (2) A person must not drive a vehicle over a bridge or culvert if—
 - (a) a notice has been erected under subsection (1)(b) in relation to the bridge or culvert; and
 - (b) at least 1 of the following applies—
 - (i) the loaded mass of the vehicle is greater than the mass stated on the notice as the maximum loaded mass for a vehicle that may use the bridge or culvert;
 - (ii) the vehicle is driven in a way that contravenes a condition stated in the notice as applying for the safe use of the bridge or culvert by a vehicle.

Maximum penalty—80 penalty units.

- (3) A person does not contravene subsection (2) if the person—
 - (a) before driving the vehicle over the bridge or culvert, obtains the written consent of the chief executive to drive the vehicle over the bridge or culvert; and
 - (b) in driving the vehicle over the bridge or culvert, complies with all conditions to which the chief executive subjects the written consent.

Part 6 Guidelines and permits

Division 1 Guidelines

48 Guidelines for safe movement of vehicles

- (1) The chief executive may, by gazette notice, issue a guideline for the safe movement on a road of a type of vehicle.
- (2) A guideline can not allow a combination to be more than—
 - (a) for a combination consisting of 1 motor vehicle—the motor vehicle's GCM; or
 - (b) for a combination consisting of more than 1 motor vehicle—the total of each motor vehicle's GCM.
- (3) The matters a guideline may relate to include the following—
 - (a) the roads on which the type of vehicle may be driven;
 - (b) the maximum permissible dimensions of the type of vehicle together with any load;
 - (c) the maximum permissible mass of—
 - (i) the type of vehicle together with any load; or
 - (ii) parts of the type of vehicle;
 - (d) any permissible or requisite modifications to the type of vehicle;

Example of paragraph (d)—

Extra lighting may be required to be added to the side of a vehicle carrying a wide load.

- (e) the times when the type of vehicle may be driven;
- (f) signs and warning devices to be displayed on the type of vehicle;
- (g) when the type of vehicle must travel with a pilot vehicle or escort vehicle;
- (h) requirements for pilot vehicles and pilot vehicle drivers, and escort vehicles and escort vehicle drivers;

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- (i) the maximum speeds at which the type of vehicle may be driven;
 - (j) other matters relevant to the safe movement of the type of vehicle.
- (4) The roads on which the type of vehicle may be driven may be shown on a map in the guideline.

49 Statutory condition on guidelines for oversize vehicles

- (1) A guideline for a type of oversize vehicle is issued on the conditions stated in schedule 8 for the guideline.
- (2) A condition imposed under subsection (1) applies despite any other provision of the guideline.

50 Driving under guideline

- (1) A person who is driving a type of vehicle in accordance with a current guideline issued for the type of vehicle is exempt from complying with the provisions of this regulation for which the guideline states it is a means of alternative compliance.
- (2) However, a guideline that is a means of alternative compliance for driving a pilot or escort vehicle need not state that fact.
- (3) A person must ensure a sign or warning device that is required under a guideline is not displayed on a vehicle being driven by the person unless the person is driving the vehicle for the purpose for which the guideline was issued.

Maximum penalty—40 penalty units.

Division 2 Permits

51 Permits for safe movement of vehicles

- (1) The chief executive may issue a permit for the safe movement on a road of a particular vehicle or type of vehicle.

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- (2) The commissioner may issue a permit for the safe movement on a road of a particular oversize vehicle or type of oversize vehicle.
- (3) The chief executive or commissioner may issue a permit by phone, fax, radio or another form of communication if the chief executive or commissioner considers it necessary because of urgent circumstances.
- (4) A permit can not allow a combination to be more than—
 - (a) for a combination consisting of 1 motor vehicle—the motor vehicle’s GCM; or
 - (b) for a combination consisting of more than 1 motor vehicle—the total of each motor vehicle’s GCM.
- (5) The matters a permit may relate to include the following—
 - (a) the roads on which the vehicle or type of vehicle may be driven;
 - (b) the maximum permissible dimensions of the vehicle together with any load;
 - (c) the maximum permissible mass of—
 - (i) the vehicle together with any load; or
 - (ii) parts of the vehicle;
 - (d) any permissible or requisite modifications to the vehicle;

Example of paragraph (d)—

Extra lighting may be required to be added to the side of a vehicle carrying a wide load.

- (e) the times when the vehicle may be driven;
- (f) signs and warning devices to be displayed on the vehicle;
- (g) when the vehicle must travel with a pilot vehicle or escort vehicle;
- (h) requirements for pilot vehicles and pilot vehicle drivers, and escort vehicles and escort vehicle drivers;

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- (i) the maximum speeds at which the vehicle may be driven;
 - (j) other matters relevant to the safe movement of the vehicle.
- (6) The roads on which the vehicle may be driven may be shown on a map in the permit.

52 Statutory condition on permits for oversize vehicles

- (1) A permit for a particular oversize vehicle or type of oversize vehicle mentioned in section 51 is issued on the conditions stated in schedule 8 for the permit.
- (2) A condition imposed under subsection (1) applies despite any other provision of the permit.

53 Permit contents and conditions

- (1) A permit, other than a permit issued under alternative arrangements under section 54, must state—
 - (a) if the permit relates to a particular vehicle, the registration number of the vehicle it relates to; and
 - (b) the name and address of the person to whom the permit is issued; and
 - (c) how long the permit is in force for; and
 - (d) the conditions of the permit.
- (2) The conditions of a permit may include a condition requiring the permit holder—
 - (a) to pay the reasonable costs incurred by the State in relation to the issue of the permit, including, for example, the costs of—
 - (i) assessing the roads the vehicle is to be driven on; and
 - (ii) preparing any relevant plans and cost estimates; and

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- (iii) preparing or strengthening road transport infrastructure; and
 - (iv) repairing, replacing or reconstructing road transport infrastructure; and
 - (v) ensuring the permit conditions are observed; and
 - (b) to deposit an amount reasonably required by the chief executive as security for the costs mentioned in paragraph (a).
- (3) If, no later than 28 days after the permit ends, the chief executive decides an amount deposited as a condition of the permit is not sufficient security for the costs, the chief executive may require a further amount to be deposited within a reasonable stated time.
- (4) The chief executive must, within 28 days after the permit ends—
 - (a) calculate the costs incurred by the State; and
 - (b) if the costs incurred are less than the amount deposited as security for costs, refund the difference to the permit holder.

54 Alternative arrangements for permits

- (1) The chief executive may enter into an arrangement with a person for the issue to the person of a permit other than in accordance with the requirements of sections 51 and 53.
- (2) The arrangement—
 - (a) may only be made in circumstances in which it is impracticable for the requirements of sections 51 and 53 to be fully complied with; and
 - (b) must provide for compliance with sections 51 and 53 to the greatest practicable extent.

Example of arrangement under subsections (1) and (2)—

The issue of a permit for a particular journey using a 2-stage process for the issue of the permit that involves—

- (a) the identification, in a document of general application, of the contents of permits to apply for all journeys of a particular type; and

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- (b) completing the issue of the permit for the particular journey by the electronic issue of a ticket.

55 Driving under permit

- (1) A person is exempt from complying with the provisions of this regulation for which a current permit states it is a means of alternative compliance if the person is—
- (a) driving a vehicle in accordance with the permit; and
 - (b) carrying the permit in the vehicle.
- (2) However, a permit that is a means of alternative compliance for driving a pilot or escort vehicle need not state that fact.
- (3) A person must ensure a sign or warning device that is required under a permit is not displayed on a vehicle being driven by the person unless the person is driving the vehicle for the purpose for which the permit was issued.

Maximum penalty—40 penalty units.

Part 7 Miscellaneous

56 Fees generally

The fees payable under this regulation are in schedule 9.

57 Indivisible load permit fees

- (1) This section applies to a motor vehicle with at least 1 trailer (a *vehicle combination*) that—
- (a) is loaded with an indivisible load; and
 - (b) has a loaded mass of more than 125t.
- (2) The fee for the grant of a permit to operate the vehicle combination is worked out using the formula—

journey length x total esa x \$0.04

(3) In this section—

average load per row means the mass, in tonnes, of the loaded trailer that is transmitted to the ground through its tyres, divided by the number of rows of tyres on the trailer.

equivalent standard axles means the number shown in schedule 10 opposite the number for the average load per row.

journey length means the number of kilometres involved in the journey for which the permit is granted.

total esa means the equivalent standard axles multiplied by the number of rows of tyres on the trailer.

Example—

For a trailer with a loaded mass of 129.5t and 7 rows of tyres, the average load per row is 18.5t (i.e. $129.5t \div 7$).

According to schedule 10, the equivalent standard axles of a trailer that has an average load per row of 18.5t is 4.6.

The total esa for a trailer with equivalent standard axles of 4.6 and having 7 rows of tyres is 32.2 (i.e. 4.6×7).

So the fee for a journey of 100km for a vehicle with a total esa of 32.2 is \$128.80 (i.e. $100 \times 32.2 \times \$0.04$).

58 Regulation repealed

The *Transport Operations (Road Use Management) Regulation 1995* is repealed.

Part 8 Transitional provisions

59 Definition for pt 8

In this part—

former regulation means the repealed *Transport Operations (Road Use Management) Regulation 1995*.

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60 Guidelines

A guideline issued under the former regulation and in force immediately before 1 September 2005 continues in force as a guideline issued under this regulation.

61 Permits

A permit issued under section 11A of the former regulation and in force immediately before 1 September 2005 continues in force according to its terms as if it were a permit issued under part 6, division 2.

Schedule 1 Mass requirements

section 6

1 Mass limits for tyres, wheels and axles

- (1) The mass on a wheel or axle must not be more than the limit set by its manufacturer.
- (2) The mass on a tyre must not be more than the highest load capacity determined for the tyre by the manufacturer at a cold inflation pressure of not more than—
 - (a) for a radial ply tyre—825kPa; or
 - (b) for another type of tyre—700kPa.
- (3) The mass on an axle group or single axle must not be more than the limit for the axle group or axle in schedule 2.
- (4) For subsection (3), the mass limit for an axle group that includes a retractable axle must be determined as if the axle did not exist.
- (5) However, a retractable axle is part of an axle group for schedule 2 if—
 - (a) the mass on the group is more than—
 - (i) for a tandem axle group fitted with single tyres of a section width of—
 - (A) less than 375mm—4t; or
 - (B) at least 375mm—6.5t; or
 - (ii) for a tandem axle group fitted with dual tyres—6.5t; or
 - (iii) for a triaxle axle group fitted with single tyres of a section width of—
 - (A) less than 375mm—10t; or
 - (B) at least 375mm—13t; or
 - (iv) for a triaxle axle group fitted with dual tyres—13t; and

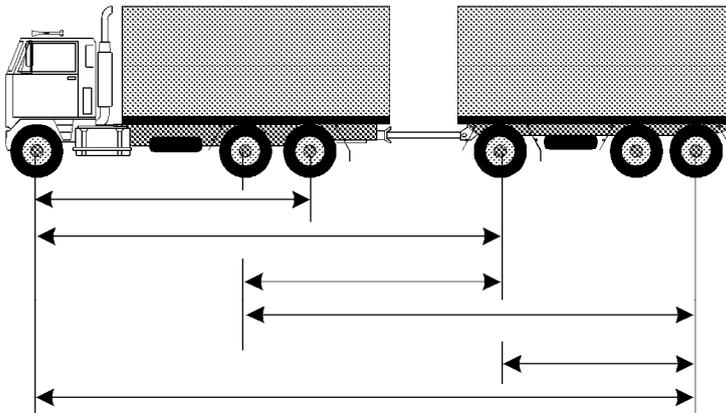
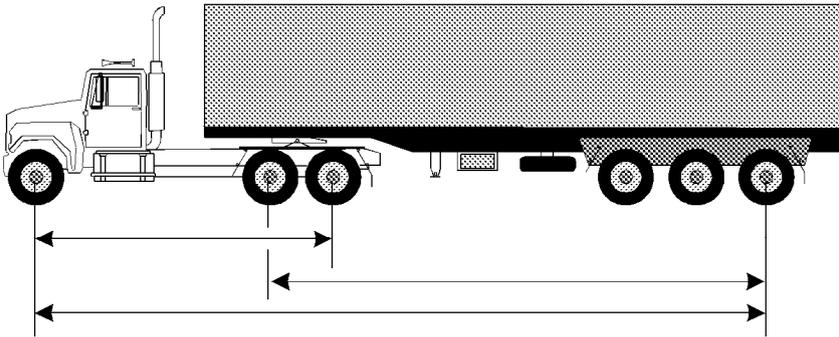
Schedule 1 (continued)

- (b) the tyres on the axle are in contact with the ground and the load-sharing suspension system is operating on each axle, including the retractable axle, and each tyre in the group.
- (6) The sum of the mass on the axle groups and single axles on a single vehicle or combination must not be more than the sum of the mass limits in schedule 2 for the axle groups and single axles.

2 Mass limits relating to axle spacing

- (1) If the total mass of a vehicle or combination and a load on it can not lawfully be more than 42.5t, the mass limit for the vehicle or combination must not be more than the mass limit in the table in schedule 3 for the axle spacing distance for the vehicle or combination.
- (2) Each distance is—
 - (a) the distance from the centre of a single axle to the centre of another single axle; or
 - (b) the distance from the centre of a single axle to the centre of the furthest axle in any axle group; or
 - (c) the greatest distance between the centres of axles in any 2 axle groups.

Schedule 1 (continued)



Measurement of distances for schedule 3

- (3) The mass limits apply to the sum of the mass on each axle group or single axle in the distance in the table, including the axles between which the distance is measured.
- (4) If the distance between any 2 axles that are not part of the same axle group is less than 2.5m, the total mass of a vehicle or combination and any load on it must not be more than 15t.

3 Mass limit for a single vehicle

The total mass of a single vehicle and a load on it must not be more than the vehicle's GVM.

Schedule 1 (continued)

4 Mass limits for combinations

- (1) The total mass of a combination (other than a road train or B-double) and a load on it must not be more than 42.5t.
- (2) The loaded mass of a dog trailer or pig trailer must not be more than the loaded mass of the towing vehicle.
- (3) The total axle mass of a tag trailer must not be more than the total axle mass of the towing vehicle.
- (4) The total mass of a combination and a load on it must not be more than the towing vehicle's GCM.

5 Load-sharing suspension

The axles in each axle group (other than a twinsteer axle group) must relate to each other through a load-sharing suspension system.

6 Non-complying vehicles

If an axle or axle group on a vehicle or combination does not otherwise comply with this schedule, schedule 4 applies to the axle or axle group.

Schedule 2 Mass limits for single axles and axle groups

schedule 1, section 1(3), (5) and (6)

Description of single axle or axle group	Mass limit (tonnes)
Single axles and single axle groups	
Single steer axles on—	
(a) a complying bus	6.5
(b) any other motor vehicle	6.0
Single axle or single axle group fitted with single tyres with section width of—	
(a) less than 375mm	6.0
(b) at least 375mm but less than 450mm.	6.7
(c) at least 450mm.	7.0
Single axle or single axle group fitted with dual tyres on—	
(a) a pig trailer.	8.5
(b) a complying bus, or a bus allowed to carry standing passengers (other than an ultra-low floor route bus)	10.0
(c) an ultra-low floor route bus	11.0
(d) another vehicle.	9.0
Twinsteer axle groups	
Twinsteer axle group without a load-sharing suspension	10.0
Twinsteer axle group with a load-sharing suspension	11.0
Tandem axle group	
Tandem axle group fitted with single tyres with section width of—	
(a) less than 375mm	11.0
(b) at least 375mm but less than 450mm.	13.3
(c) at least 450mm.	14.0

Schedule 2 (continued)

Description of single axle or axle group	Mass limit (tonnes)
Tandem axle group fitted with single tyres on 1 axle and dual tyres on the other axle on—	
(a) a complying bus	14.0
(b) any other motor vehicle	13.0
Tandem axle group fitted with dual tyres on—	
(a) a pig trailer	15.0
(b) another vehicle	16.5
Triaxle groups	
Triaxle group on a vehicle fitted with single tyres with section width of less than 375mm on all axles, or single tyres on 1 or 2 axles and dual tyres on the other axle or axles	15.0
Triaxle group on a pig trailer with either single tyres with section width of at least 375mm, dual tyres on all axles, or a combination of the tyres	18.0
Triaxle group, on a vehicle other than a pig trailer, with either single tyres with section width of at least 375mm, dual tyres, or a combination of the tyres	20.0
Quadaxle groups	
Quadaxle group fitted with single tyres with section width of at less than 375mm	15.0
Quadaxle group fitted with single tyres with section width of at least 375mm or dual tyres	20.0

Schedule 3 Mass limits relating to axle spacing

schedule 1, section 2(1)

Distance (metres)		Mass limit (tonnes)
more than	not more than	
0.0	3.7	23.0
3.7	3.8	23.5
3.8	4.0	24.0
4.0	4.2	24.5
4.2	4.3	25.0
4.3	4.5	25.5
4.5	4.7	26.0
4.7	4.8	26.5
4.8	5.0	27.0
5.0	5.2	27.5
5.2	5.3	28.0
5.3	5.5	28.5
5.5	5.7	29.0
5.7	5.8	29.5
5.8	6.0	30.0
6.0	6.2	30.5
6.2	6.3	31.0
6.3	6.5	31.5
6.5	6.7	32.0
6.7	6.8	32.5
6.8	7.0	33.0
7.0	7.2	33.5
7.2	7.3	34.0
7.3	7.5	34.5
7.5	7.7	35.0

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Schedule 3 (continued)

Distance (metres)		Mass limit (tonnes)
more than	not more than	
7.7	7.8	35.5
7.8	8.0	36.0
8.0	8.2	36.5
8.2	8.3	37.0
8.3	8.5	37.5
8.5	8.7	38.0
8.7	8.8	38.5
8.8	9.0	39.0
9.0	9.2	39.5
9.2	9.3	40.0
9.3	9.5	40.5
9.5	9.7	41.0
9.7	9.8	41.5
9.8	10.0	42.0
10.0		42.5

Schedule 4 Mass limits for nonconforming vehicles with single axles or axle groups

schedule 1, section 6

1 Mass limits for single axles and axle groups

The mass on a single axle or axle group must not be more than the limit for the axle or axle group in schedule 5.

2 Mass limits for vehicles and vehicle combinations

- (1) The loaded mass of a vehicle or combination must not be more than the mass in schedule 6.
- (2) The total mass of a single vehicle must not be more than the vehicle's GVM.
- (3) The total mass of a combination and a load on it must not be more than the towing vehicle's GCM.
- (4) The sum of the mass on the single axles and axle groups on a single vehicle or combination must not be more than the sum of the mass limits in schedule 6 for the single axles and axle groups.

Schedule 5 Mass limits for nonconforming single axles and axle groups

schedule 4, section 1

Column 1		Column 2
Axle configuration		Axle mass (tonnes)
Single axles		
1	Single axle fitted with 2 tyres	4.6
2	Single axle fitted with dual tyres or 4 or more tyres (however arranged)	8.1
Axle groups without retractable axles		
3	A group of 2 axles with a load-sharing system, both axles fitted with dual tyres or 4 or more tyres (however arranged), and a distance between axles of more than 2.4m	15.0
4	A group of 2 axles with a load-sharing system, both axles fitted with dual tyres or 4 or more tyres (however arranged), and a distance between axles of not more than 2.4m	13.2
5	A group of 2 axles with a load-sharing system, 1 axle fitted with dual tyres, the other axle with single tyres, and a distance between axles of more than 2.4m	12.0
6	A group of 2 axles with a load-sharing system, 1 axle fitted with dual tyres, the other axle with single tyres, and a distance between axles of not more than 2.4m	11.2
7	Tandem axle group with both axles fitted with single tyres	9.0
8	Twinsteer axle group with both axles fitted with single tyres	9.0
9	Triaxle group with each axle fitted with dual tyres or 4 or more tyres (however arranged)	18.0

Schedule 5 (continued)

Column 1	Column 2
Axle configuration	Axle mass (tonnes)
10 Triaxle group with 2 axles fitted with dual tyres and the other axle with single tyres	17.5
11 Triaxle group with 2 axles fitted with single tyres and the other axle with dual tyres	15.0
12 Triaxle group with each axle fitted with single tyres	13.8
13 Quadaxle group or a group of more than 4 axles with each axle fitted with dual tyres or 4 or more tyres (however arranged)	18.0
Axle groups with retractable axles	
14 Tandem axle group with 1 axle a retractable axle and the other fitted with—	
(a) dual tyres	8.1
(b) single tyres	4.6
15 Triaxle group with 1 axle a retractable axle and the other axles fitted with—	
(a) dual tyres	13.2
(b) single tyres	9.0
(c) dual tyres on 1 axle and single tyres on the other axle	11.2

Schedule 6 Nonconforming vehicle loaded mass

schedule 4, section 2(1) and (4)

Column 1		Column 2				
Distance between extreme axles (metres)		Loaded mass (tonnes)				
from	to less than	2 axles	3 axles	4 axles	5 axles	6 axles
2.0	3.3	16.4	18.6	..	..	..
3.3	3.6	16.7	19.0	21.3	..	..
3.6	3.9	..	19.3	21.6	..	..
3.9	4.2	..	19.7	21.9	..	..
4.2	4.5	..	20.0	22.2	..	..
4.5	4.8	..	20.3	22.5	24.9	24.9
4.8	5.1	..	20.6	22.8	25.1	25.1
5.1	5.4	..	21.0	23.1	25.4	25.4
5.4	5.7	..	21.3	23.4	25.7	25.7
5.7	6.0	..	21.6	23.7	26.0	26.0
6.0	6.3	..	21.9	24.0	26.3	26.3
6.3	6.6	..	22.3	24.3	26.6	26.6
6.6	6.9	..	22.6	24.6	26.8	26.8
6.9	7.2	..	23.0	24.9	27.1	27.1
7.2	7.5	..	23.3	25.2	27.4	27.4
7.5	7.8	..	23.6	25.6	27.7	27.7
7.8	8.1	..	..	25.9	27.9	27.9
8.1	8.4	26.2	28.2	28.2
8.4	8.7	26.5	28.5	28.5
8.7	9.0	26.8	28.8	28.8
9.0	9.3	27.1	29.1	31.5
9.3	9.6	27.4	29.4	31.8

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Schedule 6 (continued)

Column 1		Column 2				
Distance between extreme axles (metres)		Loaded mass (tonnes)				
from	to less than	2 axles	3 axles	4 axles	5 axles	6 axles
9.6	9.9	..	..	27.7	29.6	32.1
9.9	10.2	..	..	28.0	29.9	32.2
10.2	10.5	..	..	28.3	30.2	32.6
10.5	10.8	..	..	28.6	30.5	32.9
10.8	11.1	..	..	28.9	30.7	33.1
11.1	11.4	..	..	29.2	31.0	33.4
11.4	11.7	..	..	29.5	31.3	33.7
11.7	12.0	..	..	29.8	31.6	33.9
12.0	12.3	..	..	30.1	31.9	34.2
12.3	12.6	..	..	30.4	32.2	34.5
12.6	12.9	..	..	30.7	32.4	34.7
12.9	13.2	..	..	..	32.7	35.1
13.2	13.5	..	..	..	33.0	35.3
13.5	13.8	..	..	..	33.3	35.6
13.8	14.1	..	..	..	33.5	35.9
14.1	14.4	..	..	..	33.8	36.0
14.4	14.7	..	..	..	34.1	36.0
14.7	15.0	..	..	..	34.4	36.0
15.0	15.3	..	..	..	34.7	36.0
15.3	15.6	..	..	..	35.0	36.0
15.6	15.9	..	..	..	35.3	36.0
15.9	16.2	..	..	..	35.5	36.0
16.2	16.5	..	..	..	35.8	36.0

Schedule 7 Loading requirements

section 39

1 Loading

- (1) A load on a vehicle must not be placed in a way that makes the vehicle unstable or unsafe.
- (2) A load on a vehicle must be secured so it is unlikely to fall or be dislodged from the vehicle.
- (3) An appropriate method must be used to restrain the load on a vehicle.⁹

2 Trailers

- (1) A trailer in a combination must be securely coupled to the vehicle in front of it.
- (2) The components of a coupling used between vehicles must be compatible and properly connected to each other.

⁹ See the 'Load restraint guide' for examples of safe ways of loading vehicles.

Schedule 8 **Statutory conditions on guidelines and permits for oversize vehicles**

sections 49 and 52

- 1 Driving restrictions on guidelines or permits for oversize vehicles**
- (1) This section applies to a guideline or permit issued by the chief executive or the commissioner (*issuer*) for a type of oversize vehicle or a particular oversize vehicle under part 6 if the issuer—
- (a) reasonably believes that driving the type of vehicle under the guideline or the particular vehicle or type of vehicle under the permit during a particular period or periods or along a particular road or roads would—
 - (i) unduly hinder or obstruct other road users; or
 - (ii) compromise road safety; and
 - (b) publishes a gazette notice (*restriction notice*) stating—
 - (i) the type of vehicle or particular vehicle; and
 - (ii) the dimensions of the type of vehicle or particular vehicle mentioned in paragraph (b)(i); and
 - (iii) the period and road;to which the restriction notice applies.
- (2) A person must not drive the type of vehicle under the guideline or the particular vehicle or type of vehicle under the permit contrary to the provisions of the restriction notice.
- (3) However, the issuer may by signed notice (*waiver notice*) to an eligible person waive the requirements of a restriction notice applying to a guideline or permit if the issuer is satisfied that—
- (a) special circumstances exist; and

Schedule 8 (continued)

- (b) in the circumstances the driving of the type of oversize vehicle under the guideline or the particular oversize vehicle or type of oversize vehicle under the permit would not compromise road safety.
- (4) The issuer may impose reasonable and relevant conditions in the waiver notice for driving the type of vehicle under the guideline or the particular vehicle or type of vehicle under the permit in addition to the conditions, if any, in the guideline or permit.
- (5) The waiver notice is taken to be included in, and a part of, the guideline or permit for section 48 or 51.
- (6) In this section—
 - eligible person* means—
 - (a) for a guideline—a person who, apart from a restriction notice, would be authorised to drive the type of oversize vehicle under the guideline; or
 - (b) for a permit—the holder of the permit.

Schedule 9 Fees

section 56

1 Overmass vehicle

The fee for a permit for an overmass vehicle is—

- (a) for a single trip—\$65.45
- (b) for a stated period—\$248.60.

2 Alternative compliance

- (1) The fee for approval of an alternative compliance scheme is \$67.40.
- (2) The fee for each vehicle accredited to participate in an alternative compliance scheme is \$22.45.

Schedule 10 Equivalent standard axles

section 57

Part 1 Trailers with rows of 8 tyres

Average load per row (tonnes)	Equivalent standard axles per row
10 or more but less than 11	0.4
11 or more but less than 12	0.6
12 or more but less than 13	0.9
13 or more but less than 14	1.2
14 or more but less than 15	1.7
15 or more but less than 16	2.2
16 or more but less than 17	2.8
17 or more but less than 18	3.6
18 or more but less than 19	4.6
19 or more but less than 20	5.7
20 or more but less than 21	6.9
21 or more but less than 22	8.4
22 or more but less than 23	10.2
23 or more but less than 24	12.1
24 or more	14.4

Part 2 Trailers with rows of 4 tyres

Average load per row (tonnes)	Equivalent standard axles per row
5 or more but less than 6	0.1
6 or more but less than 7	0.3
7 or more but less than 8	0.5
8 or more but less than 9	0.9

Schedule 10 (continued)

Average load per row (tonnes)	Equivalent standard axles per row
9 or more but less than 10	1.5
10 or more but less than 11	2.2
11 or more but less than 12	3.2
12 or more	4.6

Schedule 11 Dictionary

section 3

ADR means a national standard under the *Motor Vehicle Standards Act 1989* (Cwlth), section 7.

articulated bus means a bus with 2 or more rigid sections that are connected to one another in a way that allows—

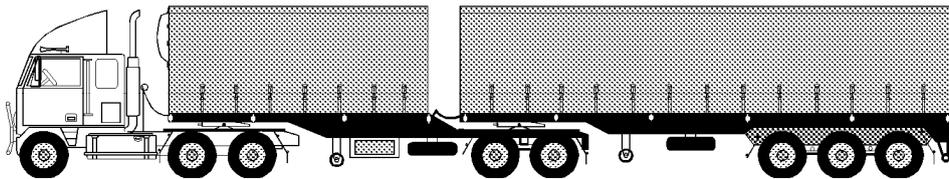
- (a) passenger access between the sections; and
- (b) rotary movement between the sections.

average load per row see section 57.

axle means the axis of rotation of a row of tyres across a vehicle.

axle group means 1 axle or consecutive axles connected by a load-sharing suspension system or steering mechanism.

B-double means a combination consisting of a prime mover towing 2 semitrailers.



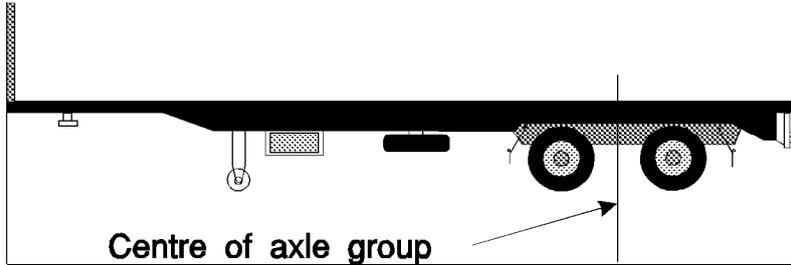
Typical B-double

bus means a motor vehicle built mainly to carry more than 12 seated adults.

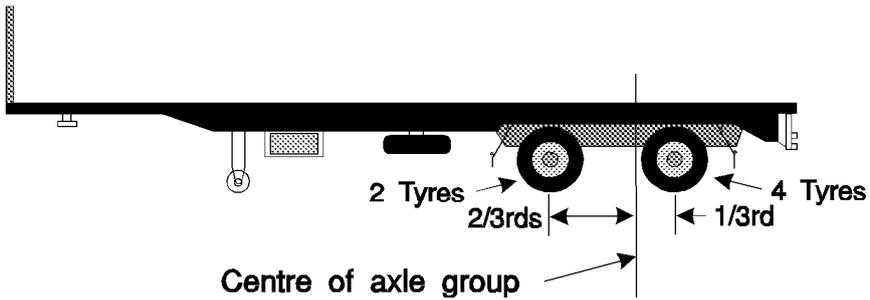
centre of an axle group means—

- (a) a line located midway between the centre-lines of the outermost axles of the group; or
- (b) if there are 2 axles in the group and one of them is fitted with twice the number of tyres as the other axle—a line located one-third of the way from the centre-line of the axle with more tyres towards the centre-line of the axle with fewer tyres.

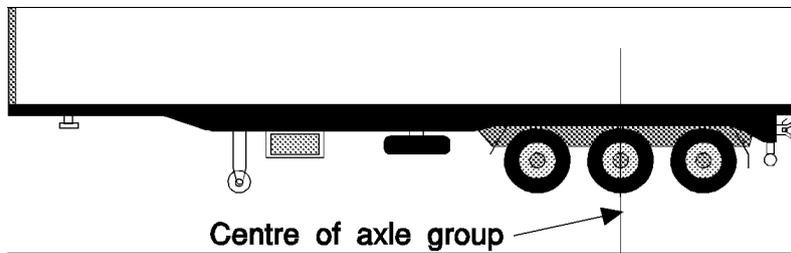
Schedule 11 (continued)



Centre of a typical tandem axle group fitted with an equal number of tyres on each axle

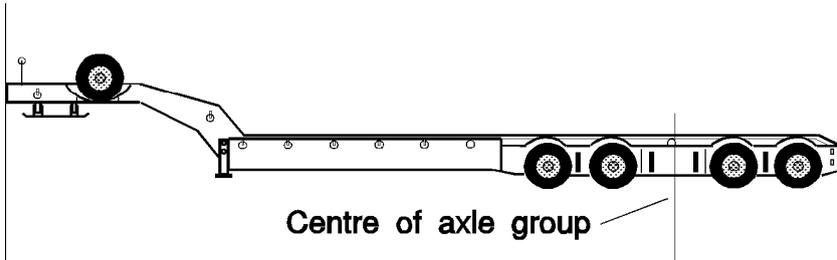


Centre of a typical tandem axle group fitted with a different number of tyres on each axle



Centre of a typical triaxle group

Schedule 11 (continued)

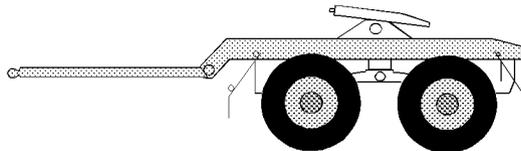


Centre of a typical quadaxle group

combination means a motor vehicle connected to one or more trailers.

compliance plate see the *Motor Vehicle Standards Act 1989* (Cwlth).

converter dolly means a trailer with one axle group or single axle and a fifth wheel coupling designed to convert a semitrailer into a dog trailer.



Typical converter dolly

dangerous overloading offence means an offence committed when a vehicle is loaded to at least 120% but less than 160% of a mass requirement that applies to the vehicle.

dog trailer means a trailer that has 2 axle groups with the front axle group being steered by connection to the towing vehicle.

dolly means a specially designed pig trailer used to convert a semitrailer into a dog trailer.

drawbar means a part of a trailer (other than a semitrailer) that connects the trailer body to a coupling for towing purposes.

driver means the person driving or in control of a motor vehicle.

escort vehicle means a vehicle that—

Schedule 11 (continued)

- (a) travels with an oversize vehicle to warn other road users of the oversize vehicle's presence; and
- (b) is required to be driven by an escort vehicle driver under a guideline or permit under part 6.

escort vehicle driver means a person who holds an appointment under the *Transport Operations (Road Use Management—Accreditation and Other Provisions) Regulation 2005* as an accredited person with the functions of an escort vehicle driver.

excessive overloading offence means an offence committed when a vehicle is loaded to more than 100% but less than 120% of a mass requirement that applies to the vehicle.

extreme overloading offence means an extreme overloading offence under section 163 of the Act.

fifth wheel coupling means a device, other than the upper rotating element and the kingpin (which are parts of a semitrailer), used with a prime mover, semitrailer or a converter dolly to permit quick coupling and uncoupling and to provide for a point of rotation.

front articulation point of a trailer means the point of articulation at the front of the trailer.

GCM (gross combination mass) means the maximum loaded mass of a motor vehicle and any vehicles it may lawfully tow—

- (a) stated by the vehicle's manufacturer—
 - (i) on the vehicle's compliance plate; or
 - (ii) if there is no compliance plate—in another place; or
- (b) stated by the vehicle registration authority if—
 - (i) the manufacturer has not stated the vehicle's maximum loaded mass; or
 - (ii) the manufacturer can not be identified; or

Schedule 11 (continued)

- (iii) the vehicle has been modified and the maximum loaded mass stated by the manufacturer is no longer appropriate.

indivisible load means a load that can not, without disproportionate effort, expense or risk of damage, be divided into 2 or more smaller loads for transportation.

journey length see section 57.

load, of a vehicle—

- (a) for part 3, division 3, see section 31.
- (b) otherwise, includes—
 - (i) anything normally removed from the vehicle when it is not in use; and
 - (ii) anything that may fall from the vehicle when it is in motion.

load carrying vehicle means a vehicle designed and built to carry goods in addition to any fuel, water, lubricants, tools and any other equipment or accessories necessary for the vehicle's normal operation.

loaded mass of a vehicle means the vehicle's mass together with the mass of the vehicle's load that is transmitted to the ground.

loading requirement, for part 4, see section 39.

load-sharing suspension system means an axle group suspension system—

- (a) built to divide the load between the tyres on the group so no tyre carries a mass more than 10% above the mass it would carry if the load were divided equally; and
- (b) with effective damping characteristics on all axles of the group.

mass requirement, for part 2, see section 6.

overmass vehicle means a vehicle that, together with any load, does not comply with part 2.

Schedule 11 (continued)

oversize vehicle means a vehicle that, together with any load, does not comply with part 3.

pig trailer means a trailer—

- (a) with 1 axle group near the middle of its load carrying surface; and
- (b) connected to the towing vehicle by a drawbar.

pilot vehicle means a vehicle that—

- (a) travels with an oversize vehicle to warn other road users of the oversize vehicle's presence; and
- (b) under a guideline or permit under part 6, is required to be driven by—
 - (i) a pilot vehicle driver; or
 - (ii) an escort vehicle driver; or
 - (iii) another person stated in the guideline or permit.

pilot vehicle driver means a person who holds an appointment under the *Transport Operations (Road Use Management—Accreditation and Other Provisions) Regulation 2005* as an accredited person with the functions of a pilot vehicle driver.

pole type trailer means a trailer—

- (a) attached to a towing vehicle by a pole or by something fitted to a pole; and
- (b) used to transport loads that are capable of supporting themselves as beams between supports.

Example of loads transported by pole type trailers—

logs or pipes

prime mover means a motor vehicle designed to tow a semitrailer.

quadaxle group means a group of 4 axles with a horizontal distance between the centre-lines of the outermost axles of more than 3.2m but not more than 4.9m.

Schedule 11 (continued)

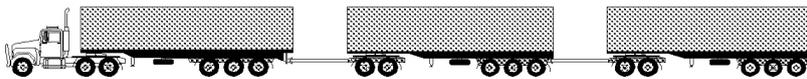
rear overhang, for part 3, see section 22.

rear overhang line, for part 3, see section 22.

registration authority means the authority that is responsible for registering vehicles.

retractable axle means an axle that can be raised so the tyres on it do not touch the ground.

road train means a combination (other than a B-double) consisting of a motor vehicle towing at least 2 trailers (counting as one trailer a converter dolly supporting a semitrailer).



Typical triple road train

road transport infrastructure see the *Transport Infrastructure Act 1994*.

semitrailer means a trailer (including a pole type trailer) that has—

- (a) 1 axle group towards the rear; and
- (b) a way of attaching to a prime mover that results in some of the load being imposed on the prime mover.

single axle group means a group of 2 or more axles with a horizontal distance between the centre-lines of the outermost axles of less than 1m.

State-controlled road means a road or land, or part of a road or land, declared to be a State-controlled road under the *Transport Infrastructure Act 1994*, section 24.

tag trailer means a semitrailer that does not impose a load on the front axle or axle group of the towing vehicle.

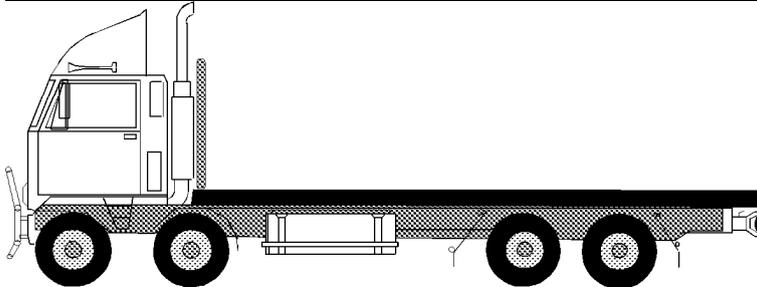
tandem axle group means a group of at least 2 axles with a horizontal distance between the centre-lines of the outermost axles of at least 1m but not more than 2m.

trailer does not include a vehicle that is not a load carrying vehicle.

Schedule 11 (continued)

triaxle group means a group of at least 3 axles with a horizontal distance between the centre-lines of the outermost axle of more than 2m but not more than 3.2m.

twinsteer axle group means a group of 2 axles connected to the same steering mechanism on a motor vehicle fitted with single tyres, and with a horizontal distance between the centre-lines of the axles of at least 1m but not more than 2m.



Typical twinsteer axle group on a motor vehicle

ultra-low floor route bus means a bus with 2 axles that is specially designed to incorporate the following—

- (a) places for standing passengers;
- (b) stairless entry of passengers.

vehicle includes anything the vehicle carries that is essential for its operation.

Endnotes

1 Index to endnotes

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2 Date to which amendments incorporated

This is the reprint date mentioned in the Reprints Act 1992, section 5(c). However, no amendments have commenced operation on or before that day. Future amendments of the Transport Operations (Road Use Management—Mass, Dimensions and Loading) Regulation 2005 may be made in accordance with this reprint under the Reprints Act 1992, section 49.

3 Key

Key to abbreviations in list of legislation and annotations

Key	Explanation	Key	Explanation
AIA	= Acts Interpretation Act 1954	(prev)	= previously
amd	= amended	proc	= proclamation
amdt	= amendment	prov	= provision
ch	= chapter	pt	= part
def	= definition	pubd	= published
div	= division	R[X]	= Reprint No.[X]
exp	= expires/expired	RA	= Reprints Act 1992
gaz	= gazette	reloc	= relocated
hdg	= heading	renum	= renumbered
ins	= inserted	rep	= repealed
lap	= lapsed	(retro)	= retrospectively
notfd	= notified	rv	= revised edition
o in c	= order in council	s	= section
om	= omitted	sch	= schedule
orig	= original	sdiv	= subdivision
p	= page	SIA	= Statutory Instruments Act 1992
para	= paragraph	SIR	= Statutory Instruments Regulation 2002
prec	= preceding	SL	= subordinate legislation
pres	= present	sub	= substituted
prev	= previous	unnum	= unnumbered

4 Table of reprints

Reprints are issued for both future and past effective dates. For the most up-to-date table of reprints, see the reprint with the latest effective date.

If a reprint number includes a letter of the alphabet, the reprint was released in unauthorised, electronic form only.

Reprint No.	Amendments included	Effective	Notes
1	none	1 September 2005	

5 List of legislation

Transport Operations (Road Use Management—Mass, Dimensions and Loading) Regulation 2005 SL No. 188

made by the Governor in Council on 11 August 2005

notfd gaz 12 August 2005 pp 1297–1303

ss 1–2 commenced on date of notification

remaining provisions commenced 1 September 2005 (see s 2)

exp 1 September 2015 (see SIA s 54)

Note—The expiry date may have changed since this reprint was published. See the latest reprint of the SIR for any change.

6 List of annotations

PART 9—OTHER REGULATIONS AMENDED

pt hdg om R1 (see RA s 7(1)(k))

Division 1—Amendment of State Penalties Enforcement Regulation 2000

div 1 (ss 62–63) om R1 (see RA ss 7(1)(k) and 40)

Division 2—Amendment of Tow Truck Regulation 1999

div 2 (ss 64–65) om R1 (see RA ss 7(1)(k) and 40)

Division 3—Amendment of Transport Infrastructure (Rail) Regulation 1996

div 3 (ss 66–67) om R1 (see RA ss 7(1)(k) and 40)

Division 4—Amendment of Transport Operations (Road Use Management—Road Rules) Regulation 1999

div 4 (ss 68–71) om R1 (see RA ss 7(1)(k) and 40)

Division 5—Amendment of Transport Operations (Road Use Management—Vehicle Registration) Regulation 1999

div 5 (ss 72–74) om R1 (see RA ss 7(1)(k) and 40)