

Road Transport (Mass, Loading and Access) Regulation 2005

[2005-607]



New South Wales

Status Information

Currency of version

Repealed version for 1 July 2014 to 31 August 2015 (accessed 16 August 2024 at 23:27)

Legislation on this site is usually updated within 3 working days after a change to the legislation.

Provisions in force

The provisions displayed in this version of the legislation have all commenced.

Notes—

- **Repeal**

The Regulation was repealed by sec 10 (2) of the [Subordinate Legislation Act 1989 No 146](#) with effect from 1.9.2015.

- **Note**

The [Road Transport \(Mass, Loading and Access\) Regulation 2005](#) made under the [Road Transport \(General\) Act 2005](#) is on and from 10.2.2014 taken to be a regulation made under the [Road Transport Act 2013 No 18](#). See cl 47 of Sch 4 to the [Road Transport Act 2013 No 18](#).

Authorisation

This version of the legislation is compiled and maintained in a database of legislation by the Parliamentary Counsel's Office and published on the NSW legislation website, and is certified as the form of that legislation that is correct under section 45C of the [Interpretation Act 1987](#).

File last modified 1 September 2015

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New South Wales

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Road Transport (Mass, Loading and Access) Regulation 2005



New South Wales

Part 1 Preliminary

1 Name of Regulation

This Regulation is the *Road Transport (Mass, Loading and Access) Regulation 2005*.

2 Commencement

This Regulation commences on 30 September 2005.

3 Definitions

Expressions used in this Regulation that are defined in the dictionary at the end of this Regulation have the meanings set out in that dictionary.

Note—

Certain words and terms used in this Regulation are defined in the Act and accordingly have the same meaning as in the Act. These include **freight container**, **GCM**, **GVM**, **load**, **operator** and **owner**.

4 (Repealed)

5 Application of Regulation

- (1) This Regulation applies to a vehicle or combination if it is on a road or a road related area.
- (2) This Regulation does not apply to a vehicle or combination that is used only on a railway or tramway.

6 Notes and diagrams

Except where a contrary intention is indicated, the diagrams and notes in the text of this Regulation do not form part of this Regulation.

Parts 2, 3

7-42 (Repealed)

Part 4 Mass, dimension and load requirements for light vehicles

Division 1 Preliminary

43 Part applies to light vehicles and combinations

This Part applies to a light vehicle or light combination only.

Note—

The terms **light combination** and **light vehicle** are defined in section 4 (1) of the Act.

43A Use of vehicle in contravention of dimension, mass or load restraint requirements

- (1) A person must not drive, or cause to be driven, along a road or road related area any light vehicle or light combination that contravenes any of the dimension, mass or load restraint requirements imposed by this Part otherwise than in accordance with a permit.

Maximum penalty: 30 penalty units.

- (2) In this clause, **dimension requirement**, **mass requirement** and **load restraint requirement** have the same meanings as in clause 7 of Schedule 1 to the Act.

Division 2 Mass limits for certain motor lorries and certain trailers

44 Definitions

In this Division:

existing motor lorry means any motor lorry for which a New South Wales registration was in force on 1 January 1995 (as long as that registration has continued in force from that day without a break, including continuation by renewal or re-issue of the registration).

motor lorry means any motor vehicle (whether or not in combination with any trailer) that is constructed principally for the conveyance of goods or merchandise or for the conveyance of any kind of materials used in any trade, business or industry, or for use in any work other than the conveyance of persons, but does not include a motor bike or a tractor.

visiting motor lorry means a vehicle temporarily in New South Wales that is a motor lorry.

45 Application of Division

This Division applies to motor lorries (including articulated vehicles), but does not apply to any of the following:

- (a) a caravan,
- (b) a station wagon,

- (c) a trailer that weighs not more than 250 kilograms when unladen, is used principally or solely for the carriage of camping equipment, a boat or other materials used in connection with tours for recreational purposes, and is not used in the course of trade or business,
- (d) an excavator, road grader, road roller, bulldozer, or other machinery or apparatus, that cannot carry a load (other than any tools, spare parts, fuel, water, oil, or other accessories, used in connection with the vehicle).

46 Act provisions also apply

Nothing in this Division authorises a person to drive or use a motor lorry, or cause a motor lorry to be driven or used, in contravention of any provision of the Act or of any regulation in force under the Act.

47 Mass limits not to be exceeded

- (1) A person must not drive a motor lorry on a road or road related area if the combined mass of the motor lorry and its load exceeds the lorry's mass limit.
- (2) A person does not contravene a requirement of this clause if:
 - (a) the motor lorry is driven in accordance with the prior written permission of the Authority and any conditions set out in the same document containing the permission, and
 - (b) a copy of that document is carried by the driver of the motor lorry when driving the lorry otherwise than in accordance with subclause (1).

48 Mass limits to be marked on motor lorries over 2 tonnes (except trailers)

- (1) A person must not drive a motor lorry on a road or road related area unless the lorry is marked in accordance with this clause. However, this clause does not apply to a lorry that has an unladen mass of 2 tonnes or less or that is a trailer.

Maximum penalty: 20 penalty units.

- (2) A motor lorry (except a motor lorry to which subclause (3) or (4) applies) is marked in accordance with this clause if:
 - (a) the word "Tare" or the letter "T", followed by the unladen mass (in kilograms) of the lorry, is displayed on the right hand side (the off-side) of the lorry, and
 - (b) there are displayed immediately under that matter the words "gross vehicle mass" or letters "GVM" (or, in the case of an articulated vehicle, the words "gross combination mass" or letters "GCM") followed by the mass limit in kilograms that applies to the lorry, and
 - (c) the displayed matter is displayed in numerals, and block letters, at least 50 mm

high, and clearly legible at a distance of 5 m.

- (3) An existing motor lorry (except one for which a mass limit has been determined under clause 49) is marked in accordance with this clause if:
 - (a) the word "Tare" or the letter "T", followed by the unladen mass (in kilograms) of the lorry, is displayed on the right hand side (the off-side) of the lorry, and
 - (b) the word "Aggregate" or the letter "A" is displayed immediately under that matter, followed by the mass limit in kilograms that applies to the lorry, and
 - (c) the displayed matter is displayed in numerals, and block letters, at least 50 mm high, and clearly legible at a distance of 5 m.
- (4) A visiting motor lorry is marked in accordance with this clause if its tare mass and maximum laden mass are displayed in accordance with the law for the time being in force in the State or Territory where the lorry is registered.

49 Mass limits for motor lorries (except existing motor lorries)

- (1) For the purposes of this Division, the **mass limit** of a motor lorry (except an existing motor lorry) is:
 - (a) the GVM of the lorry, except in the case of an articulated vehicle, or
 - (b) in the case of an articulated vehicle, the GCM of the motor lorry.
- (2) For the purposes of subclause (1), the GVM or GCM of a motor lorry that has not been altered since manufacture is the mass recorded for that type of motor lorry by the Authority as the GVM or GCM, respectively.
- (3) However, if the Authority has not recorded a GCM for a type of motor lorry that is an articulated vehicle, but the Authority has recorded a GVM for its type of prime mover as a standard table top motor lorry, for the purposes of subclause (1) the GCM of the articulated vehicle (if unaltered since manufacture) is 1.67 times the GVM recorded for that type of standard table top motor lorry.
- (4) In the case of a motor lorry (except an existing motor lorry) that has been altered since manufacture or (though unaltered since manufacture) is one to which no mass applies as referred to in subclause (2) or (3), the mass limit of the lorry is that determined under clause 52 (or, in the case of a visiting motor lorry, in accordance with the law for the time being in force in the State or Territory where the lorry is registered).

50 Mass limits for existing motor lorries

- (1) For the purposes of this Division, the **mass limit** of an existing motor lorry is its aggregate weight, taken as the aggregate weight that was in force for the lorry

immediately before 1 January 1995 under Regulation 120A of the *Motor Traffic Regulations 1935* (as in force immediately before that date).

- (2) However, if since that aggregate weight was determined, the lorry has been altered (whether before, on or after 1 January 1995), the mass limit of the lorry is to be the mass limit determined under clause 51.

51 Determination of different mass limits

- (1) The Authority may determine a mass limit for a motor lorry (except a visiting motor lorry):
 - (a) if the lorry is not an existing motor lorry and no mass limit applies to the lorry under clause 49 (2) or (3), or
 - (b) if the lorry is an existing motor lorry and has been altered as referred to in clause 49 (2), or
 - (c) if the mass limit of the motor lorry applying under an earlier determination under this clause is no longer in accordance with the safe working limits of the motor lorry (for example, if the lorry has been altered since that determination was made), or
 - (d) on application by the owner of the motor lorry if the Authority is satisfied that the motor lorry has been so altered as to alter its safe loading limits.
- (2) A determination under this clause must be based on the construction and componentry of the lorry.
- (3) The Authority must serve on the owner of a motor lorry notice of any determination made under this clause in respect of the lorry or of any refusal by the Authority of an application by the owner under subclause (1) (d).
- (4) A determination under this clause takes effect when notice of it is served by the Authority on the owner of the motor lorry or from such later date as may be specified in the notice.

52 Authority may require information or certificate

- (1) The Authority may, by written notice to the owner of a motor lorry, require the owner to provide the Authority within a period specified in the notice with such information in respect of the motor lorry or its equipment as the Authority requires in the notice.
- (2) If the Authority determines a mass limit for a motor lorry under clause 51, it may require the owner of the lorry to forward to the Authority the certificate of registration of the lorry for endorsement (or cancellation and re-issue) under this clause.
- (3) The Authority may endorse on a certificate of registration of a motor lorry (or cancel

and re-issue such a certificate with) a mass limit determined by the Authority under clause 51. The Authority is to forward the certificate to the owner once it has so endorsed or re-issued it.

- (4) An owner of a motor lorry must not fail to comply with a requirement under this clause without reasonable excuse.

Maximum penalty: 20 penalty units.

Division 3 Dimension requirements

53 Projection of loading or equipment of vehicles

- (1) A person must not drive on a road or road related area:
- (a) any motor vehicle (not being a motor bike or a mobile crane that is 9.5 m or less in length) if the loading or equipment on the vehicle or any trailer drawn by the vehicle:
 - (i) projects more than 1.2 m in front of the headlights of the motor vehicle if the motor vehicle is not a mobile crane, or
 - (ii) projects more than 3.5 m in front of the steering wheel of the motor vehicle if the motor vehicle is a mobile crane, or
 - (iii) in the case of a vehicle not exceeding 9.5 m in length or a trailer, projects more than 1.2 m to the rear of the motor vehicle or trailer, except as provided by subclause (2), or
 - (iv) in the case of a vehicle exceeding 9.5 m in length, projects to the rear of the vehicle beyond a point which is 4 m from the rear overhang line, or
 - (v) projects more than 150 mm beyond the extreme outer portion of either side of the vehicle or trailer, but nothing in this subparagraph applies to any rear vision mirror, signalling device, side mounted lamp or tyre pressure monitoring system permitted by the [Road Transport \(Vehicle Registration\) Regulation 2007](#) to be fitted to the vehicle, or
 - (b) any motor bike without a sidecar attached if any loading or equipment on the motor bike projects more than 150 mm in front of the outer extremity of the front wheel or more than 300 mm behind the outer extremity of the rear wheel or the loading projects beyond the extreme outer portion of the cycle on either side, or
 - (c) any motor bike with a sidecar attached if:
 - (i) any part of the vehicle or its loading or equipment projects more than 600 mm in front of the outer extremity of the front wheel or more than 900 mm behind the outer extremity of the rear wheel of the motor bike, or

- (ii) the loading projects beyond the extreme outer portion of the vehicle on either side, or
 - (d) any articulated vehicle first registered on or after 1 January 1960, not being a vehicle to which a pole type trailer is attached, if any part of the semi-trailer or its loading or equipment projects more than 1.9 m radially forward of the axis of the pivot pin, or
 - (e) any articulated vehicle that exceeds 19 m in length, or
 - (f) any motor vehicle and trailer combination that exceeds:
 - (i) 25 m in length—in the case of a combination that is designed to carry vehicles on more than one deck, or
 - (ii) 19 m in length—in any other case.
- (2) It is not a contravention of subclause (1) (a) (iii) for any loading or equipment to project more than 1.2 m to the rear of a motor vehicle or any trailer drawn by the vehicle if:
- (a) the overall length of the vehicle or of the combination of vehicle and trailer, together with the loading or equipment on it, is within the relevant limit fixed by Schedule 2 to the [Road Transport \(Vehicle Registration\) Regulation 2007](#), and
 - (b) there is carried at the extreme rear of the loading or equipment a red flag or other suitable object, in either case not less than 300 mm square, and the flag or object is kept clearly visible as a warning to persons on the roadway in the near vicinity of the vehicle or trailer, and
 - (c) between the hours of sunset and sunrise or when there is insufficient daylight to render a person dressed in dark clothing clearly discernible at a distance of 100 m, there is affixed at the extreme rear of the loading or equipment:
 - (i) a lighted lamp showing a clear red light to the rear, visible under normal atmospheric conditions at a distance of 200 m, or
 - (ii) not less than two reflectors capable of projecting a red reflection of light from the light of any following vehicle.
- (3) For the purpose of subclauses (1) (a) (iii) and (2), **equipment** includes the pole of a pole type trailer.
- (4) If any portion of the loading or equipment of a motor vehicle or of any trailer drawn by the vehicle projects in a manner so that it would not be readily visible to any person following immediately behind the vehicle, the driver of the vehicle must:
- (a) by means of a red flag or other suitable object, in either case not less than 300

mm square, mark the end of the loading or equipment so that it may be clearly visible to persons in its vicinity, and

- (b) between the hours of sunset and sunrise or when there is insufficient daylight to render a person dressed in dark clothing discernible at a distance of 100 m, cause to be attached to the extreme rear of the loading or equipment a lighted lamp or reflectors as prescribed by subclause (2) (c).

Maximum penalty: 20 penalty units.

54 Exemption by notice in Gazette

- (1) The Authority may, by notice published in the Gazette, exempt a person or class of persons from the operation of any of the provisions of clause 53 (1).
- (2) Any such notice must specify:
 - (a) the conditions (if any) of the exemption, and
 - (b) how long it is to remain in force.

55 Exemption by permit

- (1) A person may apply to the Authority for a permit exempting the person from the operation of any of the provisions of clause 53 (1).
- (2) The Authority may issue the permit.
- (3) An application for a permit must be in writing and in a form approved by the Authority.
- (4) The permit must set out the conditions (if any) of the exemption.
- (5) The fee for the issue of a permit under this clause is \$70.
- (6) The Authority may, for any reason the Authority considers sufficient, exempt a person from the requirement to pay the fee specified in subclause (5), or waive or wholly or partly refund a fee that would otherwise be payable or has been paid in accordance with this clause.

56 (Repealed)

Division 4 Other mass and dimension requirements

57 (Repealed)

58 Special mass limits

- (1) In any special case, or where the provisions of this Regulation do not apply to a vehicle, a roads authority may fix a maximum axle load, maximum loaded mass or other load limit for the vehicle.

- (2) Any such load or limit must be:
 - (a) notified in writing to the owner of the vehicle to which it applies, or
 - (b) published in the Gazette or in a local newspaper circulated in the locality to which the limit applies.
- (3) A limitation referred to in subclause (2) is taken to be imposed by this Regulation.
- (4) A person must not fail to comply with the terms of any notification issued for the purposes of this clause.

59 Mass limits for three-wheeled vehicles and cycles

A person must not drive on a road or road related area any three-wheeled motor vehicle if the mass of the load of the vehicle exceeds the mass that the vehicle is capable of carrying as stated in the certificate of registration for the vehicle.

Maximum penalty: 20 penalty units.

60 Lower limit to apply if multiple mass requirements

If more than one mass limit applies to a vehicle or combination, or part of a vehicle or combination, the lower mass limit must be complied with.

61 Load requirements

- (1) A load on a vehicle or a trailer must not be placed in a way that makes the vehicle unstable or unsafe.
- (2) A load on a vehicle or a trailer must be secured so that 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.
- (4) In proceedings for a contravention of a requirement under this clause, it is sufficient for the prosecution to prove that the load on the vehicle was not placed, secured or restrained (as the case requires) in a way that met the performance standards recommended in the *Load Restraint Guide: Guidelines and performance standards for the safe carriage of loads on road vehicles, Second Edition*, as published by the National Transport Commission in April 2004.

Note—

Copies of the *Load Restraint Guide: Guidelines and performance standards for the safe carriage of loads on road vehicles, Second Edition*, are available from the RTA offices.

- (5) In proceedings for a failure to comply with this clause, a document purporting to be the Load Restraint Guide referred to subclause (4) is taken to be the Load Restraint Guide, unless the document is proved by the defendant not to be the Load Restraint Guide.

- (6) If the prosecution in proceedings for a contravention of a requirement under subclause (2) proves that the load, or part of the load, had fallen off the vehicle, the burden of proof is on the defendant to show compliance.

62 Driver to have sufficient control

A person must not drive on a road or road related area any motor vehicle:

- (a) if the vehicle is so constructed, equipped or loaded or if anything is attached to the vehicle in such a manner as to prevent the driver from having a sufficient view of traffic on either side of the vehicle and in all directions in front of the vehicle to enable the driver to drive the vehicle with safety, or
- (b) that is a motor bike if the motor bike is so constructed, equipped or loaded or if anything is attached to the motor bike in such a manner as to prevent the driver from having a view of the approach of any overtaking vehicle, or
- (c) if the person is prevented from safely driving or controlling the vehicle or any trailer or other vehicle attached to the motor vehicle by reason of the weight or dimensions of the loading or equipment of the towing vehicle or trailer or other towed vehicle or the manner in which the loading or equipment is placed on or attached to the towing vehicle or trailer or other towed vehicle.

Maximum penalty: 20 penalty units.

Division 5 Checking and measuring procedures

63 (Repealed)

64 Method of determining wheel loads

- (1) For the purpose of determining the wheel load of a wheel of a motor vehicle or a trailer, the wheel is to be weighed (alone or together with any other wheel or wheels forming an axle group of which the wheel the weight of which is being determined forms part) in such a way that the wheel or wheels are weighed together with the portion of the vehicle and load supported by the wheel or wheels.
- (2) If the wheel load of a wheel is determined under subclause (1) by weighing the wheel with other wheels, the load of the wheel the load of which is being determined is the mass of all the wheels so weighed divided by the number of wheels so weighed.

65 Method of determining axle loads

For the purpose of determining the axle load of an axle or axle group of a motor vehicle or trailer, either of the following methods may be used:

- (a) the wheel loads of all wheels on the axle or in the axle group may be added together,
- (b) if the mass of the vehicle together with any load that it supports is known—the axle

loads of all single axles and all the axle groups other than the axle or group the load of which is being determined are to be subtracted from that mass.

66 Method of determining total mass

For the purpose of determining the total mass of a vehicle or combination, either of the following methods may be used:

- (a) the axle loads of all the single axles and all the axle groups of a vehicle or combination may be added together,
- (b) all the wheels of the vehicle or combination, together with the vehicle and any added load supported by the wheels, may be weighed simultaneously on a weighing device or weighing devices.

67 Weighing devices

If a weighing device being used for the purpose of determining a wheel load, an axle load or a total mass in accordance with this Regulation shows a mass in excess of the weight for which the weighing device has been verified under the [National Measurement Act 1960](#) of the Commonwealth, the load on the weighing device when so used is, for the purposes of this Regulation, taken to be the weight for which the weighing device has been so verified.

Parts 5-6A

68-72ZG (Repealed)

Part 7 Miscellaneous

73 Keeping documents

- (1) The driver of a vehicle or a combination must carry in the driving compartment:
 - (a) a copy of any notice or permit given under this Regulation under which the vehicle or the combination is operating, or
 - (b) an information sheet issued by the Authority setting out the obligations imposed under the notice.

Maximum penalty: 30 penalty units.

- (2) Subclause (1) does not apply if the notice or permit states that the subclause does not apply.

74 Mass requirements on certain roads and bridges etc

- (1) The council of a local government area or the Authority may do either or both of the following things by means of one or more notices (a **limit notice**) conspicuously

displayed on or adjacent to the road, bridge or road-ferry concerned:

- (a) prohibit vehicles with a laden mass exceeding a specified maximum mass from passing along or over a road, bridge or causeway,
 - (b) prohibit vehicles with a laden mass exceeding a specified maximum mass from using a road-ferry maintained in connection with a road.
- (2) A limit notice must either:
- (a) display the words “BRIDGE LOAD LIMIT” or “ROAD LOAD LIMIT”, or
 - (b) be in or similar to a sign approved by the Authority for the purposes of this clause.
- (3) A limit notice that displays the words “BRIDGE LOAD LIMIT” or “ROAD LOAD LIMIT” prohibits the passage, from a direction facing the notice, of a vehicle or combination if:
- (a) the total mass of the vehicle or combination exceeds the gross mass indicated by the sign, or
 - (b) the mass carried by an axle or axle group of the vehicle or combination exceeds the mass indicated by the sign for that kind of axle or axle group.
- (4) A limit notice in or similar to a sign approved by the Authority for the purposes of this clause prohibits the passage, from a direction facing the notice, of a vehicle or combination exceeding the total mass indicated by the notice.
- (5) However, a limit notice (whether erected before or after the commencement of this clause) does not prohibit any person from driving a vehicle along or over a public road (or any bridge or causeway forming part of a public road) if the destination of the vehicle lies in or on the road (or bridge or causeway) and there is no alternative route by which to reach that destination.
- (6) The powers conferred by this clause may only be exercised with respect to classified roads by the Authority.
- (7) A sign in or similar to the form referred to in clause 57 (1) (b) (as in force immediately before its repeal by the *Heavy Vehicle (Adoption of National Law) Amendment Act 2013*) is taken to have been approved by the Authority for the purposes of subclause (2) (b).
- (8) Any person who fails to comply with the terms of a notice displayed for the purposes of this clause is guilty of an offence.

Maximum penalty: 30 penalty units.

- (9) In this clause:

bridge includes any gate, pier, fender, dolphin or platform or any other thing

incidental to the use or protection of the bridge.

classified road and **public road** have the same meanings as they have in the [Roads Act 1993](#).

75 Exemptions in emergencies

- (1) In an emergency such as a fire, explosion or natural disaster, the Authority may exempt a vehicle or combination, or its driver or owner, from a requirement of this Regulation if:
 - (a) the vehicle or combination is being used, or is intended to be used, to protect life or property, or to restore communication or the supply of energy or water or services such as sewage disposal, and
 - (b) the exemption does not present an unreasonable danger to other road users.
- (2) In an emergency such as a fire, explosion or natural disaster (including a drought), the Authority may exempt a single motor vehicle or a combination, or its driver or owner, from a requirement of this Regulation if the Authority is satisfied that:
 - (a) the exemption will not result in an unreasonable danger to other road users, and
 - (b) the single motor vehicle or the combination is being used, or is intended to be used, to protect life or property, or to restore communication or the supply of energy or water or services such as sewage disposal, or to provide drought relief.
- (3) An exemption may be subject to conditions imposed by the Authority.
- (4) The Authority must make a written record of the exemption, and any conditions of the exemption, but may cause it to be communicated orally to the owner or driver.

76 Repeal and savings provisions

- (1) The [Road Transport \(Mass, Loading and Access\) Regulation 1996](#) is repealed.
- (2) Any act, matter or thing that, immediately before the repeal of the [Road Transport \(Mass, Loading and Access\) Regulation 1996](#), had effect under that Regulation is taken to have effect under this Regulation.
- (3) Without limiting subclause (2), a notice or permit issued under the [Road Transport \(Mass, Loading and Access\) Regulation 1996](#) is taken to have been issued under this Regulation.

Schedules 1, 2 (Repealed)

Dictionary

(Clause 3)

added load means the moveable load carried by any vehicle.

articulated vehicle has the same meaning as in the [Road Transport \(Vehicle Registration\) Regulation 2007](#).

axle means one or more shafts positioned in a line across a vehicle, on which one or more wheels intended to support the vehicle turn.

axle group means a single axle group, tandem axle group, twinsteer axle group, tri-axle group or quad-axle group.

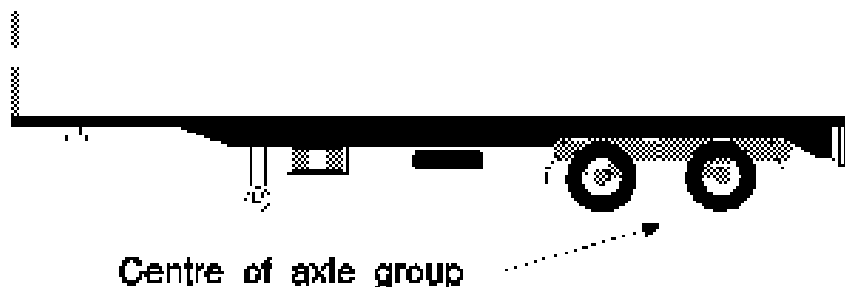
axle load means the total load, determined in accordance with this Regulation, transmitted to the road by all wheels of a vehicle which are mounted on any axle.

centre-line, in relation to an axle, means:

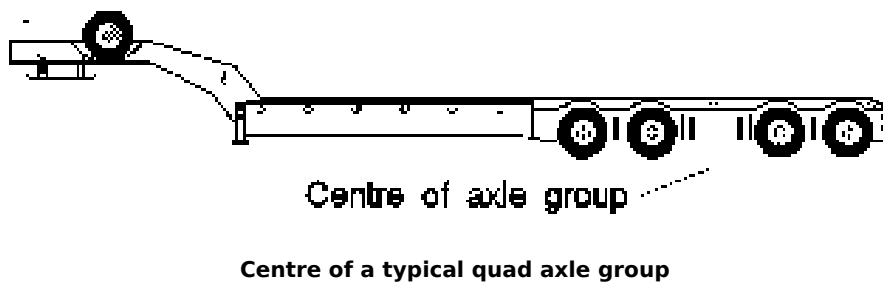
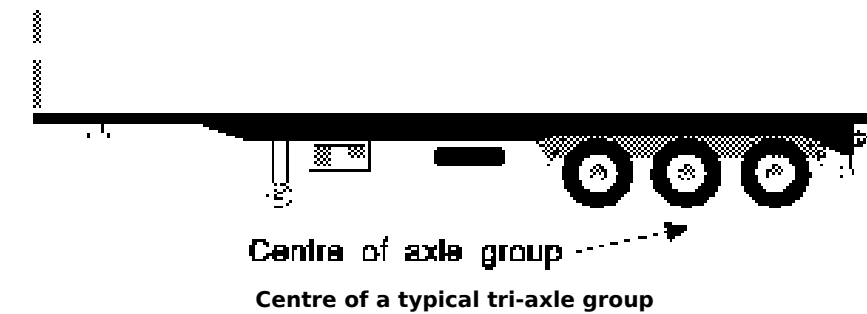
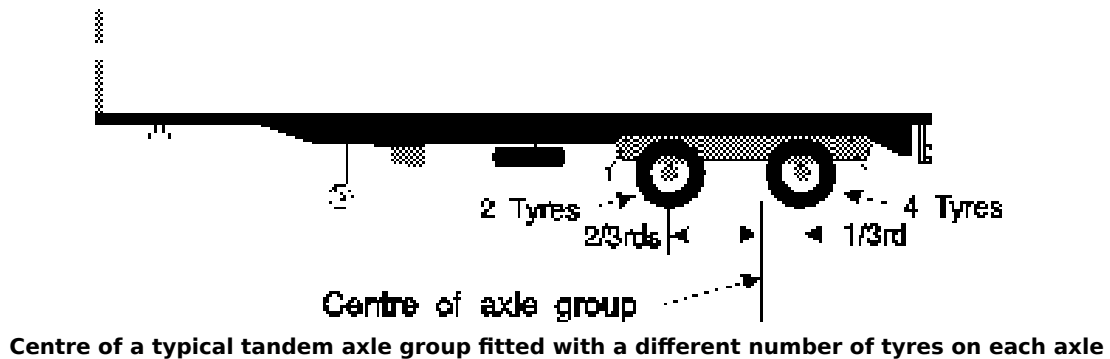
- (a) in the case of an axle consisting of one shaft—a line parallel to the length of the axle and passing through its centre, and
- (b) in the case of an axle consisting of 2 shafts—a line that is in the vertical plane passing through the centre of both shafts and that passes through the centres of the wheels on the shafts.

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 the group consists of 2 axles, one of which 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.



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



dimension limit includes any limit under this Regulation that applies to a load or projection of any vehicle or combination.

drive includes to stand or allow or cause to stand.

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

information sheet means advice published or adopted by the Authority (and available on request from the Authority).

load-carrying, in relation to a vehicle or combination, means a vehicle or combination that is carrying, or is built to carry, a load.

loaded mass means the mass, determined in accordance with clause 48, of any vehicle and its added load.

motor bike has the same meaning as in the [Road Transport \(Vehicle Registration\) Regulation 2007](#).

permit means a permit granted under this Regulation.

pole-type trailer means a trailer that:

- (a) is attached to a towing vehicle by means of a pole or an attachment fitted to a pole, and
- (b) is ordinarily used for transporting loads, such as logs, pipes, structural members or other long objects, that are generally capable of supporting themselves like beams between supports.



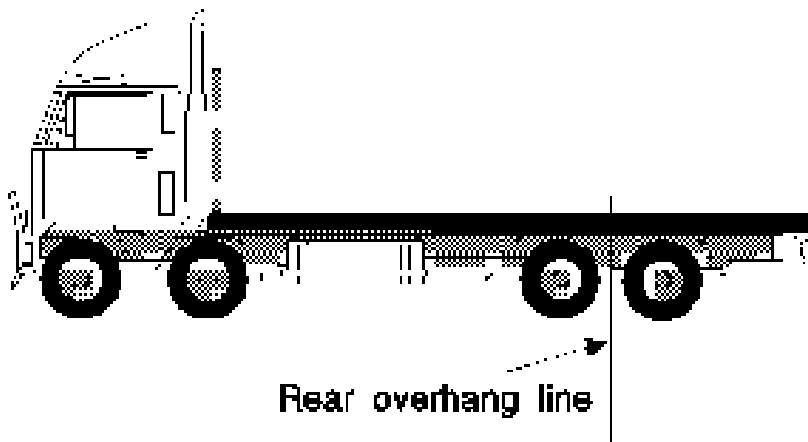
Typical pole-type trailer

prime mover means a motor vehicle built to tow a semi-trailer.

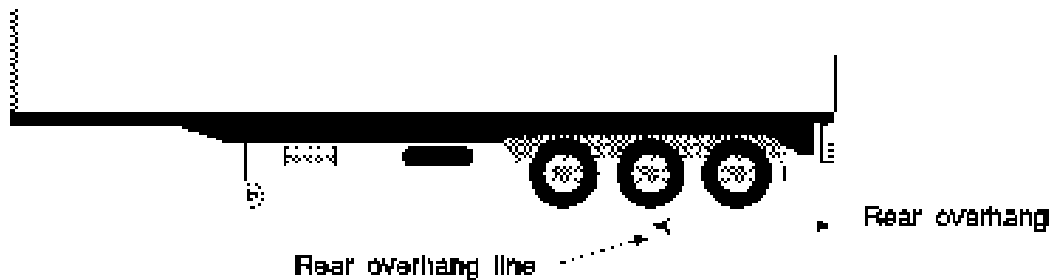
quad-axle group means a group of 4 axles, in which the horizontal distance between the centre-lines of the outermost axles is more than 3.2 m but not more than 4.9 m.

rear overhang line means:

- (a) if there is a single axle at the rear of the vehicle—the centre-line of the axle, or
- (b) if there is an axle group at the rear of the vehicle—the centre of the axle group, determined without regard to the presence of any steerable axle or retractable axle in the group unless all axles in the group are steerable or retractable.



Rear overhang line on a typical motor vehicle that has an axle group



Rear overhang line on a typical semi-trailer

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

semi-trailer means a trailer that has:

- (a) one axle group or single axle towards the rear, and
- (b) a means of attachment to a prime mover that would result in some of the load being imposed on the prime mover.

single axle means an axle not forming part of an axle group.

single axle group means a group of 2 or more axles, in which the horizontal distance between the centre lines of the outermost axles is less than 1 m.

single motor vehicle means a motor vehicle that is not part of a combination.

station wagon has the same meaning as in the [Road Transport \(Vehicle Registration\) Regulation 2007](#).

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

the Act means the [Road Transport Act 2013](#).

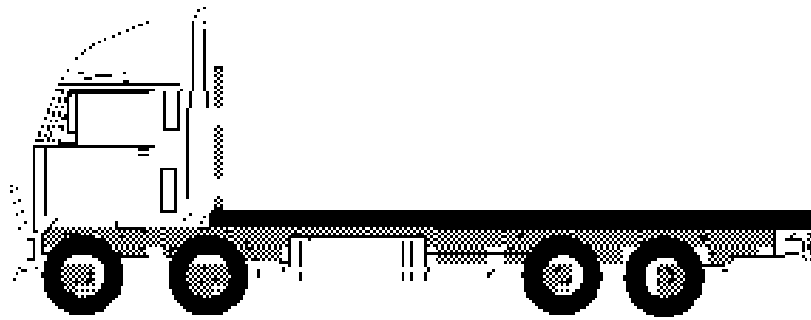
total mass in relation to a load-carrying vehicle or combination means the loaded mass of the vehicle or combination and, in relation to a non load-carrying vehicle or combination, means the mass of that vehicle or combination together with:

- (a) all the goods, passengers and drivers in or on the vehicle or combination, and
- (b) all fuel, water, lubricants and readily removable equipment carried in or on the vehicle or combination and required for its normal operation, and
- (c) personal items used by a driver of the vehicle or combination, and
- (d) anything that is normally removed from the vehicle or combination when not in use.

tri-axle group means a group of at least 3 axles, in which the horizontal distance between the centre-lines of the outermost axles is more than 2 m, but not more than 3.2 m.

twinsteer axle group means a group of 2 axles:

- (a) with single tyres, and
- (b) fitted to a motor vehicle, and
- (c) connected to the same steering mechanism, and
- (d) the horizontal distance between whose centre-lines is at least 1 m, but not more than 2 m.



Typical twinsteer axle group on a motor vehicle

vehicle includes the vehicle's equipment and any substances that the vehicle is carrying that are essential for its operation.

wheel includes any group of wheels which are mounted on an axle and are on one side of the longitudinal centre-line of the vehicle.

wheel load means the mass transmitted to the road by any wheel.