NSW Grain Harvest Management Scheme

The NSW Government has approved the Grain Harvest Management Scheme (GHMS) from 1 October 2014 to 30 June 2016 to improve the productivity and efficiency of the grain transport task.

The NSW GHMS was developed by Transport for NSW and will now be administered by Roads and Maritime Services.

The NSW GHMS applies to grain deliveries from the farm to the nearest operating participating grain receiver accepting the load.

Under the scheme, eligible heavy vehicles may exceed regulated total mass limits by up to 5 per cent when delivering the following grains to participating grain receivers in participating council areas:

- Cereals that are wheat, barley, rice, oats, triticale, sorghum, maize or millets
- Oil seeds that are canola, sunflowers, monola or safflower
- Pulses that are chickpeas, faba beans, lupins, mung beans, field peas, soybeans, vetch or lentils.

This is a broader range of grains than under the 2013/14 Scheme.

Local councils may decide to participate in the NSW GHMS for the complete period or for specific time periods and may also specify access conditions. A map with access conditions and participating councils is available at:


November 2014
Key elements of the revised NSW GHMS

- Extended range of grains available
- Specified vehicles only
- Local councils may participate in the NSW GHMS for specific periods of time
- Local councils, as road managers, may apply conditions of access available under the Heavy Vehicle National Law
- Participating Grain Receivers must agree to specified undertakings
- Restricted Access Vehicles eligible to participate, such as B-triples and AB-triples, must operate in accordance with their current conditions such as enrolment in the Intelligent Access Program (IAP) and the National Heavy Vehicle Accreditation Scheme (NHVAS).

NSW GHMS eligible vehicles

The following heavy vehicles are eligible to participate in the NSW GHMS:

- Rigid trucks
- Prime mover and semi-trailer combinations
- Truck and dog trailer combinations
- B-doubles
- Road trains up to 36.5 metres long including A-doubles, B-triples and AB-triples.

All eligible vehicles must have dual tyres on all non-steer axles. The NSW GHMS is not available to Performance Based Standards (PBS) vehicles.

There is no enrolment process or administration fee for heavy vehicles to operate under the NSW GHMS. All heavy vehicles operating under the NSW GHMS must carry a copy of the NSW Class 3 Grain Harvest Management Scheme Mass Exemption (Notice) 2014, and comply with the NSW GHMS’s mass limits and operating conditions.

Participating grain receivers

Participating grain receivers must provide data on vehicle deliveries to Roads and Maritime.

The data reported by participating grain receivers will be used to:

- Monitor compliance with the NSW GHMS’s mass limits
- Assist in planning future improvements to the NSW GHMS.

Participating grain receivers must also have a process in operation for managing overloaded deliveries to meet chain of responsibility obligations and discourage the transport of illegal overloads on the road network.


Approved routes

General Access Vehicles may operate under the NSW GHMS on all state classified roads and on local and regional roads in participating council areas only.

This includes rigid trucks, truck and dog combinations and single trailer combinations not exceeding 19 metres long and 19 metre B-doubles not exceeding 52.5 tonnes.

Restricted Access Vehicles (RAV) operating under the NSW GHMS may only operate on state classified roads that are approved for that type of RAV. When travelling under this scheme on local and regional roads these vehicles can only travel in participating council areas that are approved for that type of RAV.

Approved RAV routes are shown on the interactive RAV map on the Roads and Maritime website at rms.nsw.gov.au/business-industry/heavy-vehicles/grain-transport-participating-receivers.pdf

A list of councils that have agreed to participate in the NSW GHMS is available on the Grain Transport section of the Roads and Maritime website at rms.nsw.gov.au/business-industry/heavy-vehicles/grain-transport.html

Heavy vehicles operating under the NSW GHMS must not operate where prohibited by a load limit specified for a road, bridge or causeway by a sign or notice.

Transporting grain across borders

The NSW Scheme’s mass limits only apply within NSW borders. Different mass limits apply in other states unless the heavy vehicle is eligible for Concessional Mass Limits (CML) or Higher Mass Limits (HML).

In Victoria, there is no mass exemption and the General Mass Limits (GML) apply unless the heavy vehicle is eligible for CML or HML.

For more information on Victorian mass limits, please contact VicRoads www.roads.vic.gov.au
In Queensland mass limits up to 7.5% above GML apply to vehicles registered in the Queensland GHMS, subject to compliance with Scheme requirements. The Queensland GHMS masses are not permitted in NSW.

For more information on the Queensland Scheme, please contact Agforce Queensland [www.agforceqld.org.au](http://www.agforceqld.org.au)

### NSW GHMS mass limits

**Total combination mass limit**

The total combination mass limits under the NSW GHMS are up to 5% above the GML total mass limit for the vehicle or combination with tri-axle groups.

However, under no circumstances may the total mass for a vehicle exceed:

- The sum of the axle mass limits, or
- The Gross Combination Mass for the prime mover, or
- The sum of Gross Vehicle Masses of the prime mover and all trailers and dollies.

<table>
<thead>
<tr>
<th>VEHICLE / COMBINATION</th>
<th>MASS LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rigid truck – 3 or more axles</td>
<td>23 tonnes</td>
</tr>
<tr>
<td>Rigid truck twin steer non-load sharing</td>
<td>27 tonnes</td>
</tr>
<tr>
<td>Rigid truck twin steer load sharing</td>
<td>28 tonnes</td>
</tr>
<tr>
<td>Prime mover and semitrailer combination – 4 axles</td>
<td>32 tonnes</td>
</tr>
<tr>
<td>Prime mover and semitrailer combination – 5 axles</td>
<td>40 tonnes</td>
</tr>
<tr>
<td>Prime mover and semitrailer combination – 6 axles</td>
<td>44.63 tonnes</td>
</tr>
<tr>
<td>Rigid truck and dog trailer – 5 axles</td>
<td>41 tonnes</td>
</tr>
<tr>
<td>Rigid truck and dog trailer – 6 axles¹</td>
<td>44.63 tonnes</td>
</tr>
<tr>
<td>Rigid truck and dog trailer – 7 axles¹</td>
<td>44.63 tonnes</td>
</tr>
<tr>
<td>B-double (up to 19 metres) (General Access Vehicle) – 7 axles</td>
<td>52.5 tonnes</td>
</tr>
<tr>
<td>B-double (up to 19 metres) (Restricted Access Vehicle) – 7 axles</td>
<td>57 tonnes</td>
</tr>
<tr>
<td>25/26 metre B-double – 9 axles</td>
<td>65.63 tonnes</td>
</tr>
<tr>
<td>Road Train – 11 axles</td>
<td>83 tonnes</td>
</tr>
<tr>
<td>Road Train – 12 axles</td>
<td>86.63 tonnes</td>
</tr>
<tr>
<td>B-triple (including a modular B-triple) – 12 axles</td>
<td>86.63 tonnes</td>
</tr>
<tr>
<td>AB-triple with tandem axle converter dolly – 14 axles</td>
<td>104 tonnes</td>
</tr>
<tr>
<td>AB-triple with tri-axle converter dolly – 15 axles</td>
<td>107.63 tonnes</td>
</tr>
</tbody>
</table>

¹ Truck and dog trailer combinations that comply with the requirements of the National Class 3 Heavy Vehicle 19 metre Truck and Dog Trailer Combination Mass Exemption (Notice) 2014 ([https://www.nhvr.gov.au/resources/notices-and-permit-based-schemes/national-notices](https://www.nhvr.gov.au/resources/notices-and-permit-based-schemes/national-notices)), may operate at up to 48 tonnes (6 axles) or 50 tonnes (7 axles).

**Steer axle mass exception (total mass limit) condition**

A heavy vehicle that complies with the requirements of Schedule 3 of the National Regulation (steer axle mass exception limits) may exceed the mass limit in Table A by 0.5 tonnes.

**Steer axle mass exception (axle or axle group) condition**

A heavy vehicle that complies with the requirements of Schedule 3 of National Regulation (Steer axle mass exception limits) may exceed the 6 tonnes mass limit for a single steer axle by 0.5 tonnes.

**Floating 0.5 tonne tri-axle mass limit concession**

The mass on a tri-axle group of a semitrailer may be exceeded by 0.5 tonnes provided that the total mass of the combination does not exceed the applicable total mass limit.
National Heavy Vehicle Accreditation Scheme (NHVAS) enrolment

In recognition of the accreditation of vehicles in the NHVAS Mass Management Accreditation Scheme, an additional 200 kilograms on the tri-axle group is permitted for six axle semi-trailers and an additional 400 kilograms on the tri-axle groups is permitted for nine axle B-doubles not exceeding 26 metres in length.

Table B – Axle and axle group mass limits

<table>
<thead>
<tr>
<th>STEER AXLE AND AXLE GROUPS</th>
<th>MASS LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single steer axle</td>
<td>6 tonnes</td>
</tr>
<tr>
<td>Twin steer axle group (non-load-sharing)</td>
<td>10 tonnes</td>
</tr>
<tr>
<td>Twin steer axle group (load-sharing)</td>
<td>11 tonnes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NON-STEER AXLES AND AXLE GROUPS (FITTED WITH DUAL TYRES)</th>
<th>MASS LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single axle</td>
<td>9 tonnes</td>
</tr>
<tr>
<td>Tandem axle group</td>
<td>17 tonnes</td>
</tr>
<tr>
<td>Tri-axle group (in a prime mover and semitrailer combination)</td>
<td>21.63 tonnes</td>
</tr>
<tr>
<td>Tri-axle group (in a 25/26m B-double with 9 axles)</td>
<td>21.32 tonnes</td>
</tr>
<tr>
<td>Tri-axle group (in a road train with 11 axles)</td>
<td>21.5 tonnes</td>
</tr>
<tr>
<td>Tri-axle group (in a road train with 12 axles)</td>
<td>21.21 tonnes</td>
</tr>
<tr>
<td>Tri-axle group (in a B-triple with 12 axles)</td>
<td>21.21 tonnes</td>
</tr>
<tr>
<td>Tri-axle group (in an AB-triple with 14 axles)</td>
<td>21.33 tonnes</td>
</tr>
<tr>
<td>Tri-axle group (in an AB-triple with 15 axles)</td>
<td>21.16 tonnes</td>
</tr>
</tbody>
</table>

Compliance and enforcement

Exceeding NSW GHMS mass limits at participating grain receivers

Details of overloaded vehicles will be reported to Roads and Maritime by participating grain receivers and analysed for compliance management and enforcement.

Penalties may be imposed on one or more of the parties in the chain of responsibility for the load in the following circumstances:

- Breaches of NSW GHMS operating conditions
- Breaches of NSW GHMS axle mass limits and total mass limits
- Non-compliance with approved routes.

On road enforcement

Vehicles and combinations participating in the NSW grain harvest will be subject to on-road inspections by Roads and Maritime, local council inspectors and police officers.

More information?
If you have questions please email grainscheme@rms.nsw.gov.au or contact:

Ms Jennie Borg
Phone: (02) 8588 5569

Mr Mark Leach
Phone: (02) 8588 5427

Please feel free to contact Jennie or Mark during office hours Monday–Friday.


Heavy Vehicle National Law

New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2016 (No. 1)

Statutory Instrument Series:

Class 1/3 Heavy Vehicle Exemption Notice - Mass Exemption

1 Authorising provision

This Notice is made under the following section of the Heavy Vehicle National Law as applied in each participating jurisdiction—

Section 117: Regulator’s power to exempt category of class 3 heavy vehicles from compliance with mass or dimension requirement.

2 Purpose

This Notice exempts a heavy vehicle to which it applies from stated prescribed mass requirements in Schedule 1 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation and operates in conjunction with the New South Wales Grain Harvest Management Scheme (GHMS).

Note—

Nothing in this Notice exempts the driver or operator of the vehicle from complying with legislation regulating the use of heavy vehicles, including but not limited to—

- compliance with traffic signs, including those indicating mass limits or dimension limits;
- compliance with vehicle standards in the HVNL; and
- compliance with lawful directions of authorised officers.

3 Commencement

This Notice commences on 1 July 2016.

4 Expiry

This Notice expires on 30 June 2021.

5 Title

This Notice may be cited as the New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2016.
Definitions and interpretation

(1) A reference in this Notice to a heavy vehicle includes a reference to the vehicle together with its load except insofar as the context or subject matter otherwise indicates or requires.

(2) In this Notice—

approved on-board mass unit, means—

(a) an on-board mass scale or weighing device, or load cell system capable of accurately measuring vehicle axle gross weights; that is
(b) approved by Transport Certification Australia.

General mass limits means the mass limits set out in Schedule 1 of the National Regulation.

GCM means Gross Combination Mass.

grain means —

(a) cereals that are wheat, barley, rice, oats, triticale, sorghum, maize or millets;
(b) oilseeds that are canola, sunflowers, monola, or safflower; and
(c) pulses that are chickpeas, faba beans, lupins, mung beans, field peas, soybeans, vetch or lentils.

participating council, means a council that has consented for use of an area or regional and local road by a class of vehicle operating under this Notice.

Note— Roads and Maritime Services publishes a list of Participating Councils on its website.

participating grain receiver, means a facility that—

(a) accepts the type of grain being transported; and
(b) has given an undertaking to Roads and Maritime Services, including that it has measures in place to—

(i) supply data relating to the receival of grain from heavy vehicles operating under this Notice to Roads and Maritime Services in a specified timeframe and format; and
(ii) communicate with chain of responsibility parties about this data; and
(iii) retain evidence of this communication.

Note— Roads and Maritime Services publishes a list of Participating Grain Receivers on its website.

regional and local road, means a road for which a council is the road manager.


HVNL means the Heavy Vehicle National Law.

MDL National Regulation means the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

prescribed condition means a condition stated in Part 1 or Part 3 of Schedule 8 of the MDL National Regulation.
7 Application

(1) This Notice applies in New South Wales.

(2) This Notice applies to—

(a) a heavy vehicle, other than a PBS vehicle, that is—

(i) carrying grain to the participating grain receiver for the grain type being carried; and

(ii) one of the following—

(A) a rigid truck with three or more axles;

(B) a rigid truck (with three or more axles) towing a dog trailer with not more than four axles;

(C) a prime mover and semitrailer combination that has an overall length not exceeding 19.0m, and not more than 6 axles in total;

(D) a B-double that has an overall length not exceeding 19.0m, and not more than 7 axles in total;

(E) a B-double that has an overall length not exceeding 26.0m, and 9 axles in total;

(F) a road train that has an overall length not exceeding 36.5m, and not more than 12 axles in total;

(G) a B-triple that has an overall length not exceeding 36.5 m and consists of a prime mover and three semitrailers, and not more than 12 axles in total; and

(H) an AB-triple that has an overall length not exceeding 36.5m and consists of a prime mover and semitrailer combination connected, by a converter dolly, to a B-double trailer set, and that has not more than 15 axles in total.

8 Exemption from prescribed mass requirements

(1) This Notice exempts an eligible vehicle to which it applies from the following mass limits in Schedule 1 of the MDL National Regulation to the extent provided in this Notice—

(a) Section 2(1)(a)(iv);

(b) Section 2(1)(b);

(c) Section 2(2);
(d) Section 2(4);

(e) Section 4; and

(f) Sections 5(1), (2) and (3).

9 **Areas or routes**

(1) This Notice applies to the areas and eligible Participating Grain Receivers, subject to compliance with any listed conditions applicable to the area or route, as set out in the NSW Grain Harvest Management Scheme map available at [http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/grain-harvest/map/index.html](http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/grain-harvest/map/index.html)

(2) Subject to subsection (3) and any conditions applying to a given network, a heavy vehicle operating under this Notice may operate on the following routes—

(a) a rigid truck may operate on all roads.

(b) a rigid truck and dog trailer combination not exceeding 19.0m in length may operate on all roads.

(c) a prime mover and semitrailer combination not exceeding 19.0m in length may operate on all roads.

(d) a B-double not exceeding 19.0m in length that has a GCM not exceeding 52.5t may operate on all roads.

(e) a B-double not exceeding 19.0m in length that has a GCM exceeding 52.5t may operate on the routes approved for 19m B-doubles over 50.0t as shown under the heading ‘Interactive Restricted Access Vehicle routes’ as published by RMS.  

*Note— An online map for this network and its conditions may be found at [www.rms.nsw.gov.au/rav-gml-networks](http://www.rms.nsw.gov.au/rav-gml-networks)*

(f) a B-double exceeding 19.0m in length but not exceeding 23.0m in length may operate on the routes approved for 23m B-doubles as shown under the heading ‘Interactive Restricted Access Vehicle routes’ as published by RMS.

*Note— An online map for this network and its conditions may be found at [www.rms.nsw.gov.au/rav-gml-networks](http://www.rms.nsw.gov.au/rav-gml-networks)*

(g) a B-double exceeding 23.0m in length but not exceeding 26.0m in length may operate on the routes approved for 26m B-doubles as shown under the heading ‘Interactive Restricted Access Vehicle routes’ as published by RMS.

*Note— An online map for this network and its conditions may be found at [www.rms.nsw.gov.au/rav-gml-networks](http://www.rms.nsw.gov.au/rav-gml-networks)*
(h) a Type 1 road train not exceeding 36.5m in length may operate on the routes approved for Type 1 A-double road trains as shown under the heading ‘GML Type 1 A-double road train routes’ as published by RMS.

Note— An online map for this network and its conditions may be found at www.rms.nsw.gov.au/rav-gml-networks

(i) a Modular B-triple may operate on the routes approved for Modular B-triples as shown under the heading ‘GML Modular B-triple routes’ as published by RMS.

Note— Approved routes and conditions may be found at www.rms.nsw.gov.au/rav-gml-networks

(j) a B-triple (other than a modular B-triple) may operate on routes approved for B-triples operating at general mass limits as shown under the heading ‘GML B-triple routes’ as published by RMS.

Note— An online map for this network and its conditions may be found at www.rms.nsw.gov.au/rav-gml-networks

(k) a B-triple may operate on routes approved for AB-triples operating at General Mass Limits as shown under the heading ‘GML AB-triple routes’ as published by RMS.

Note— An online map for this network and its conditions may be found at www.rms.nsw.gov.au/rav-gml-networks

Note— A B-triple (other than a Modular B-triple) or an AB-triple may only operate in NSW if enrolled in the Intelligent Access Program. If a vehicle or combination operating under this Notice also operates under another permit, the registered operator of that vehicle must contact the permit issuer to have the permit updated to reflect the mass limits and operating requirements of this Notice.

(3) A heavy vehicle operating under this Notice may only use an area or route in subsection (2) if the route is identified as being available for use at the relevant time at http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/grain-harvest/map/index.html

(4) A heavy vehicle operating under this Notice is not permitted to enter into the precinct of any port.

10 Conditions-General

(1) A heavy vehicle operating under this Notice on a network set out in section 9 must comply with any conditions of access relevant to a given area, road or structure provided on the corresponding network map.

(2) A copy of this Notice must be carried in the driving compartment of a heavy vehicle operating under this Notice and must be produced in response to a request by a police officer or an authorised officer.

Note— This obligation may be satisfied by producing a legible electronic version of this Notice.

(3) A heavy vehicle operating under this Notice must travel by the most practicable
direct route on which it is authorised to travel under section 9 from the place or places at which grain is loaded to the first practicable participating grain receiver for the grain type being carried.

(4) In subsection (3), the first practicable participating grain receiver for the grain type is the first participating grain receiver that is able to be used to receive the type of grain being carried by the vehicle.

(5) The mass limits set out in this Notice apply to the trucks and combinations described in section 7 when loaded with grain.

11 Total mass limits condition

(1) The maximum loaded mass of a heavy vehicle must not exceed the lowest of the following—

(a) the sum of the axle and axle group mass limits in section 14 (Axle and axle group mass limits condition); or

(b) in the case of a combination, the GCM limit specified by the prime mover manufacturer; or

(c) in the case of a combination, the sum of the GVMs for the prime mover and the trailer or trailers it is towing; or

(d) in the case of a truck, the GVM of the vehicle; or

(e) the mass limit for the heavy vehicle set out in Table 1 of this Notice, except as provided by—

(i) section 12 (Steer axle mass (total mass limit) condition); and

(ii) section 16 (Increased mass limits for accredited operators).

<table>
<thead>
<tr>
<th>Vehicle / Combination</th>
<th>Mass Limit (t)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rigid truck – 3 or more axles</td>
<td>23.0</td>
</tr>
<tr>
<td>Rigid truck twin steer non-load sharing</td>
<td>27.0</td>
</tr>
<tr>
<td>Rigid truck twin steer load sharing</td>
<td>28.0</td>
</tr>
<tr>
<td>Prime mover and semitrailer combination – 4 axles</td>
<td>32.0</td>
</tr>
<tr>
<td>Prime mover and semitrailer combination – 5 axles (3 axle prime mover and 2 axle semitrailer)</td>
<td>40.0</td>
</tr>
<tr>
<td>Prime mover and semitrailer combination – 5 axles (2 axle prime mover and 3 axle semitrailer)</td>
<td>36.63</td>
</tr>
<tr>
<td>Prime mover and semitrailer combination – 6 axles</td>
<td>44.63</td>
</tr>
<tr>
<td>Rigidity truck and dog trailer – 5 axles</td>
<td>41.0</td>
</tr>
<tr>
<td>Rigidity truck and dog trailer – 6 axles</td>
<td>44.63</td>
</tr>
<tr>
<td>Rigidity truck and dog trailer – 7 axles</td>
<td>44.63</td>
</tr>
<tr>
<td>B-double (up to 19m) (General Access Vehicle) – 7 axles</td>
<td>52.5</td>
</tr>
</tbody>
</table>

New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2016 (No. 1)

Page 6 of 9
<table>
<thead>
<tr>
<th>Vehicle / Combination</th>
<th>Mass Limit (t)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-double (up to 19m) (Restricted Access Vehicle)(^1) – 7 axles</td>
<td>57.0</td>
</tr>
<tr>
<td>25/26m B-double 9 axles</td>
<td>65.63</td>
</tr>
<tr>
<td>Road Train – 11 axles</td>
<td>83.0</td>
</tr>
<tr>
<td>Road Train (which includes a rigid truck towing two dog trailers up to 36.5m in length) – 11 axles</td>
<td>83.0</td>
</tr>
<tr>
<td>Road Train – 12 axles</td>
<td>86.63</td>
</tr>
<tr>
<td>Road Train (which includes a rigid truck towing two dog trailers up to 36.5m in length) – 12 axles</td>
<td>83.0</td>
</tr>
<tr>
<td>B-triple (including a modular B-triple) – 12 axles</td>
<td>86.63</td>
</tr>
<tr>
<td>AB-triple with tandem axle converter dolly – 14 axles</td>
<td>104.0</td>
</tr>
<tr>
<td>AB-triple with tri-axle converter dolly – 15 axles</td>
<td>107.63</td>
</tr>
</tbody>
</table>

12 **Steer axle mass (total mass limit) condition**

A complying steer axle vehicle may exceed the mass limit in Table 1 by 0.5t.

13 **Dog trailer condition**

The loaded mass of a dog trailer must not exceed by more than 25% the loaded mass of the towing vehicle.

*Note*— A heavy vehicle operating under this Notice that is eligible for concessional mass limits in Schedule 2 of the National regulation is not entitled to apply those concessional limits in addition to a mass limit mentioned in this Notice.

14 **Axle and axle group mass limits condition**

The mass on an axle or axle group must not exceed the limits set out in Table 2 of this Notice, except as provided for by—

(a) section 15 (Steer axle mass (axle or axle group) condition);

(b) section 16 (Increased mass limits for accredited operators); or

(c) section 17 (Floating 0.5t tri-axle mass limit concession).

---

Table 2 - Axle and axle group mass limits

<table>
<thead>
<tr>
<th>Steer axle and axle groups</th>
<th>Mass limit (t)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single steer axle</td>
<td>6.0</td>
</tr>
<tr>
<td>Twin steer axle group (non-load-sharing)</td>
<td>10.0</td>
</tr>
<tr>
<td>Twin steer axle group (load-sharing)</td>
<td>11.0</td>
</tr>
<tr>
<td><strong>Non-steer axles and axle groups (fitted with dual tyres)</strong></td>
<td></td>
</tr>
<tr>
<td>Single axle</td>
<td>9.0</td>
</tr>
<tr>
<td>Tandem axle group</td>
<td>17.0</td>
</tr>
<tr>
<td>Tri-axle group (in a prime mover and semitrailer combination)</td>
<td>21.63</td>
</tr>
<tr>
<td>Tri-axle group (in a 25/26m B-double with 9 axles)</td>
<td>21.32</td>
</tr>
<tr>
<td>Tri-axle group (in a road train with 11 axles)</td>
<td>21.5</td>
</tr>
<tr>
<td>Tri-axle group (in a road train with 12 axles)</td>
<td>21.21</td>
</tr>
<tr>
<td>Tri-axle group (in a B-triple with 12 axles)</td>
<td>21.21</td>
</tr>
<tr>
<td>Tri-axle group (in an AB-triple with 14 axles)</td>
<td>21.33</td>
</tr>
<tr>
<td>Tri-axle group (in an AB-triple with 15 axles)</td>
<td>21.16</td>
</tr>
</tbody>
</table>

15 **Steer axle mass (axle or axle group) condition**

A complying steer axle vehicle may exceed the 6.0t mass limit for a single steer axle by 0.5t.

16 **Increased mass limits for accredited operators**

(1) A B-double not exceeding 26.0m in length that is operated by an operator that holds mass management accreditation under the National Heavy Vehicle Accreditation Scheme, may—

(a) exceed the GCM limit specified in Table 1 by 0.8t; and

(b) exceed the tri-axle group mass limit specified in Table 2 by 0.4t.

(2) A six-axle prime mover and semitrailer combination not exceeding 19.0m in length that is operated by an operator that holds mass management accreditation under the National Heavy Vehicle Accreditation Scheme, may—

(a) exceed the GCM mass limit specified in Table 1 by 0.2t; and

(b) exceed the tri-axle group mass limit specified in Table 2 by 0.2t.
17 Floating 0.5t tri-axle mass limit concession

The mass on a tri-axle group of a semitrailer may exceed the limits set out in section 14 Table 2 by up to 0.5t, provided that the total mass of the combination does not exceed the applicable total mass limit specified in—

(a) section 11 (Total mass limits condition); or

(b) section 12 (Steer axle mass (total mass limit) condition); or

(c) section 13 (Dog trailer condition).

18 Mass limits relating to axle spacing

A heavy vehicle operating in accordance with this Notice may exceed the mass limits related to axle spacing set out in section 5(1) – (3) and Table 2, 3 or 4 of Schedule 1 to the National Regulation by an amount equal to the difference between the axle group mass limits specified in the relevant table of Schedule 1 of the Regulation, and the corresponding axle group mass limits in Table 2 of this Notice.

Note—

This provision adjusts the regulated mass limits relating to axle spacing to take into account the difference between the regulated axle mass limits and the increased axle mass limits of this Notice. For example, for a 6 axle prime mover and semitrailer combination, the regulated mass limits related to axle spacing are increased by—

a) 0.5t for the tandem axle group (the difference between the 16.5t regulated limit and the 17.0t limit under this Notice); and

b) 1.63t for the tri-axle group (the difference between the 20t regulated limit and the 21.63t limit under this Notice).

Date: 2 June 2016

Sal Petroccitto
Chief Executive Officer
National Heavy Vehicle Regulator