



HVNL information session: Mass, Dimension and Loading

Jose Arredondo, NHVR Manager Network Access

ACKNOWLEDGEMENT OF COUNTRY

The National Heavy Vehicle Regulator (NHVR) acknowledges the Traditional Custodians of the lands across the nation. We recognise the deep and lasting connection that Aboriginal and Torres Strait Islander peoples have to the lands and waters across the country and thank Aboriginal and Torres Strait Islander people for caring for the lands for over 60,000 years. We also pay our respects to Elders past and present and to emerging community leaders. We acknowledge that many of Australia's major road networks are attributed to First Nations peoples having used star maps as way points on their journey through Australia's harsh terrain to reach landmarks such as watering holes.



Agenda

1. About the HVNL Reforms
2. General Mass Limits increase
3. Euro VI steer axles update
4. Length of combinations (up to 20 m)
5. Tag trailer mass ratio

Welcome & introduction



This webinar aims to inform industry about the results of the policy reform work conducted by the National Transport Commission (NTC) and participating road agencies.

At a high level, this reform (big four):

- 1. Increase General Mass Limits (GML) to align with current Concessional Mass Limits (CML)**
- 2. Expand Euro VI steer axle mass to road trains**
- 3. Increase the length limits for general access vehicles from 19 to 20 metres**
- 4. Tow mass ratio for tag trailers**



Why we're here



HVNL reform:

- A review of the HVNL, led by the National Transport Commission (NTC), commenced in 2019.
- The current law—written in 2011—was not keeping pace with modern freight, technology, or safety expectations.

Key objectives:

- Improving freight productivity
- Support safer technologies
- Align with modern freight operations

The reforms include amendments to the:

- Heavy Vehicle National Law (HVNL)
- Heavy Vehicle (Mass, Dimension and Loading) National Regulation (MDL)

The changes are expected to commence in mid-2026 



Mass limit adjustments




GML increasing to current CML

Historically:

- Mass Management accreditation required to access CML

Under the reform:

- Old CML = new GML
- Mass Management not required (general access) 
- 1 tonne mass transfer is removed.

This change aims to:

- Reduce complexity
- Allow more consistent access arrangements
- Boost productivity

Axle Group / Combination	Current GML (t)	Current CML (t)	Future GML (t)
Tandem drive axle group	16.5	17.0	17.0
Tri-axle group (non-pig trailer)	20.0	21.0	21.0
Quad-axle group (single tyres < 375mm)	15.0	15.0	15.5
Quad-axle group (single tyres > 375mm)	20.0	20.0	21.0
Axle groups of 5 or more (low loader w/ single tyres < 375mm)	15.0	15.0	15.5
Axle groups of 5 or more (any rear group on a low loader)	20.0	20	21.0

Note: Tri-axle group drives and harmonisation of access (livestock, grain, etc) are not part of the HNVL review 

Euro VI steer axle masses

- Road trains would be eligible
- There is an allowance to transfer mass from the steer axle to the drive axle.

Steer axles	Current	Proposed
Single Steer axles		
A steer axle	6	—
A complying steer axle	6.5	—
a hauling unit or prime mover forming part of a road train fitted with tyres with section widths of—		
(i) at least 295mm	6.5	—
(ii) at least 375mm	7.1	—
Euro VI vehicle (complying steer axle) fitted tyres with section widths of—		
(i) at least 295mm but less than 315mm	—	6.5
(ii) at least 315mm	—	7
Euro VI vehicle (single steer axle)	6.5	—
Twin steer axle groups		
Twinsteer axle group without a load-sharing suspension system	10	—
Twinsteer axle group with a load-sharing suspension system	11	—
Euro VI vehicle (twinsteer) fitted with tyres with section widths of at least 275mm	—	11.5

General Access Vehicles – total mass Limits



Vehicle/Combination	Current limit (t)	Future limit (t)
Complying steer axle vehicle that is neither a B-double nor a road train	43	44
Euro VI vehicle (complying steer axle) that is neither a B-double nor a road train	43.5	44.5
Euro VI vehicle (single steer axle) that is neither a B-double nor a road train	43	44
Euro VI vehicle (twinsteer) that is a prime mover with a twinsteer axle group towing a tri-axle semi-trailer	47	48
Prime mover with a twinsteer axle group towing a tri-axle semitrailer	46.5	47.5
Vehicle that is not mentioned above and that is neither a B-double nor a road train	42.5	43.5

Mass cap limits still apply:

Total Mass (t)	Mass Cap (t)
Under 55	+1
Over 55	+2



Dimension adjustments



The MDL amendments also introduce modest changes to **vehicle dimensions**:

Parameter	Previous Limit	New Limit
General access vehicle* length	19.0 m	20.0 m
Rear overhang (semi-trailer)	3.7 m	4.0 m
Max distance, front articulation to centreline of rear axle group (prime mover and semi trailer)	9.5 m	10.5 m
Max distance, front articulation to rear of trailer (prime mover and semitrailer)	12.3 m	14.5 m

- **Prime Mover and Semitrailer/Low Loader, Rigid Truck and Trailer, etc*

These changes are designed to:

- Reflect modern configurations
- Improve productivity
- Maintain safe performance

Dimension adjustments

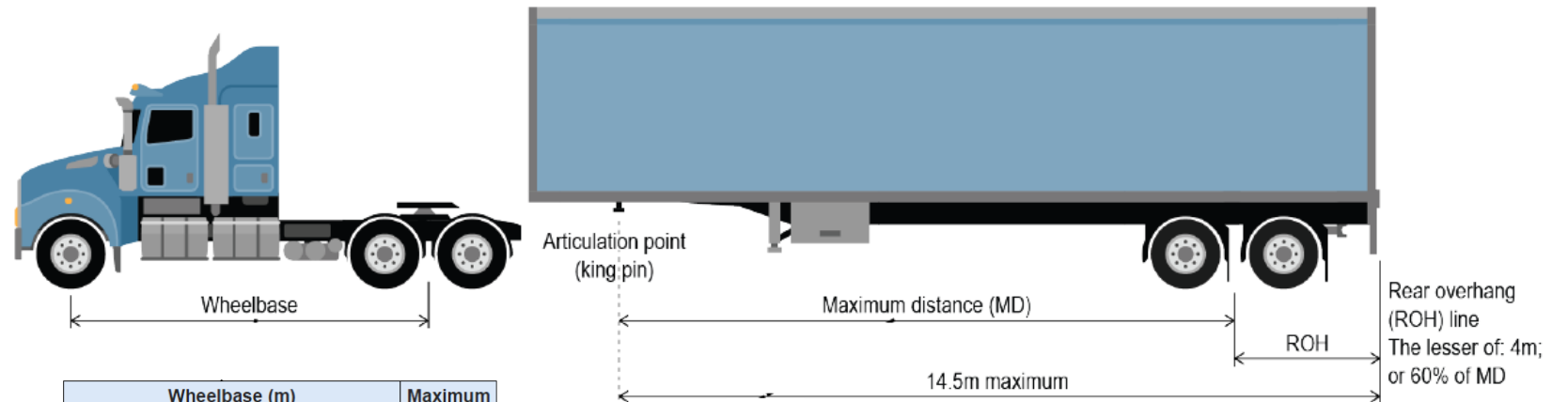
Length increase (20 m maximum)

For Semi-trailers only:

- Wheelbase – trailer length table
- Under-run protection for the trailer
- Truck and dog/pig/tag trailer

Current vehicle dimensions apply:

- Drawbar length
- Dog/pig/tag trailer lengths
- Rigid (Hauling unit)

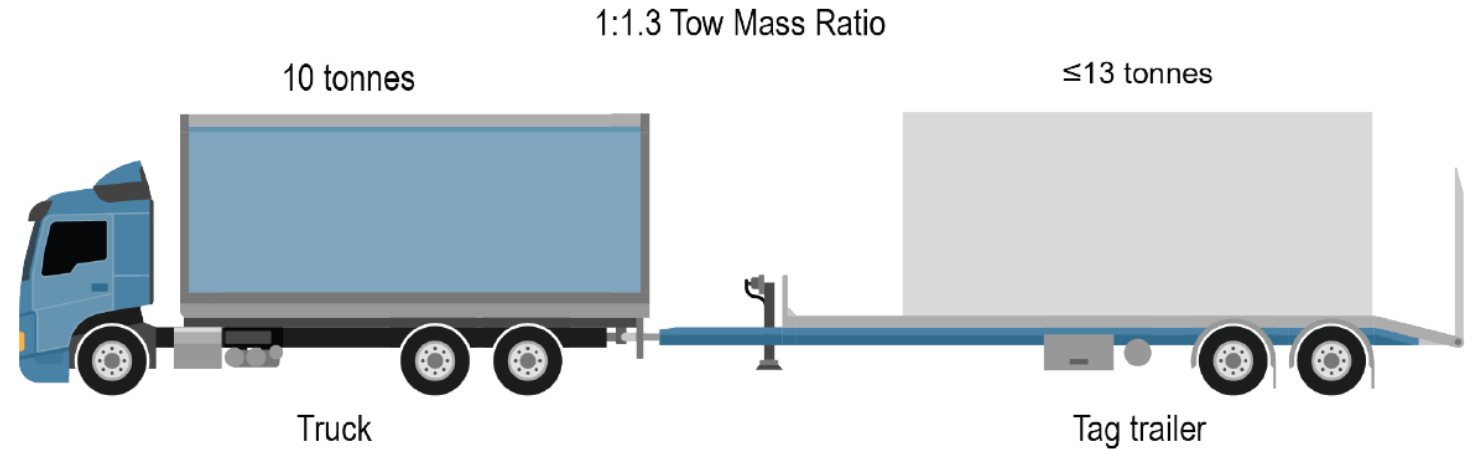


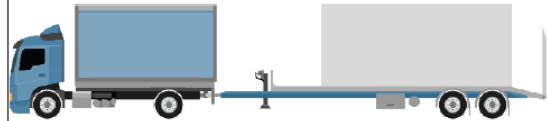
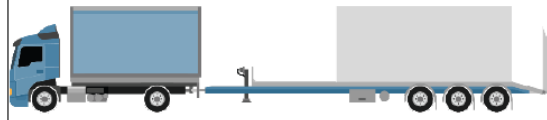

Wheelbase (m)		Maximum distance (m)
At least	Less than	
3.5	4.1	10.5
4.1	4.3	10.4
4.3	4.4	10.3
4.4	4.6	10.2
4.6	4.8	10.1
4.8	4.9	10.0
4.9	5.1	9.9
5.1	5.2	9.8
5.2	5.4	9.7
5.4	5.5	9.6

The trailer must be fitted with Side Underrun Protection as per ADR106.

Tag trailer tow mass ratio

- The ratio increases from 1:1 to 1:1.3
- Minimum requirements on the steer axle of 20% of the sum of the actual truck masses; or
- Manufacturer's ratings



Case	Maximum tow mass ratio of all cases: 1:1.3	Minimum 20% steer mass required (t)	Steer mass (t)	Drive mass (t)	Trailer mass (t)	Total mass (t)
1-2		2.5	5.0	7.6	16.4	29.0
1-3		2.7	4.7	9.0	17.8	31.5
2-2		2.5	4.5	8.2	16.5	29.2

Accreditation terminology changes



Updates to the heavy vehicle accreditation framework:

- National Heavy Vehicle Accreditation Scheme (NHVAS) → Heavy Vehicle Accreditation (HVA) Scheme
- HVA Scheme includes General Safety Accreditation (GSA)
- Mass Management Accreditation → Alternative Compliance Accreditation (ACA) – Mass.
- Read more about the new HVA scheme here:
<https://www.nhvr.gov.au/safety-accreditation-compliance/national-heavy-vehicle-accreditation-scheme>

Notices:

- Update any reference to old model
- Administrative changes – do not impact Road Managers

Tune into the next information session for more on HVA and Safety Management Systems.



Timing of notice changes



Notice changes:

- Will not commence immediately
- Will commence once new legislation begins

This ensures:

- A single consistent framework
- Conditions not altered prematurely
- Road managers have time to review



Support, guidance & resources



- The NHVR will continue to engage with industry throughout the reform transition.
- In the coming weeks, further practical tools, guidance and support materials will be released, alongside a national awareness campaign to ensure consistent messaging of the changes.
- Industry is encouraged to stay informed via NHVR channels.
- Read the new MDL factsheets on the NHVR website:
 - [Proposed changes to heavy vehicle mass and size rules - Fact sheet \(PDF, 200KB\)](#)
 - [Mass, Dimension and Loading changes - Fact sheet \(PDF, 736KB\)](#)

The screenshot shows the NHVR website's 'Mass and dimension' page. The navigation bar includes 'Safety, Accreditation & Compliance', 'Road Access', 'Law & Policies', 'News & Events', 'About Us', and 'Contact Us'. The breadcrumb trail indicates 'Road Access > Mass and dimension'. A left-hand menu lists various topics under 'Road Access', with 'Mass and dimension' currently selected. The main content area is titled 'Mass and dimension' and features a section for 'Changes to Heavy Vehicle National Law'. This section includes a list of proposed changes: increasing General Mass Limits (GML) to align with current Concessional Mass Limits (CML), expanding Euro VI concessions to include road trains, increasing the length limit for vehicles from 19 metres to 20 metres (noting that B-doubles are not included in current regulations but will be considered in future amendments), and amending the tow mass ratio and associated conditions for tag trailers. Below the text are three cards: 'Classes of heavy vehicles', 'Dimension requirements', and 'General Access Vehicle', each with a brief description of the relevant regulations.

Next steps



Over the coming weeks, the NHVR will:

- Continue preparing updated notices and guidance materials
- Engage with road managers where consent is required
- Provide additional information on implementation timelines

Operators are encouraged to:

- Subscribe to the NHVR's On the Road newsletter for updates and information
- Keep across the NHVR's social media channels and website
- Reach out to the NHVR Contact Centre for any further support:
 - **Email:** info@nhvr.gov.au
 - **Phone:** 13 NHVR (13 64 87)

Thank you


For more information:

13 NHVR (13 64 87)


info@nhvr.gov.au

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Appendix



Question and Answer



Question	Answer
How shall we increase the GML to CML on existing eligible trucks on road, in the production?	The new GML does not require any special equipment to be fitted. There is a condition that vehicles under 55t can only get 1 tonne extra, and over 55t, 2 tonnes additional.
"Is there anything in the pipeline for tri-drive trucks to be included in the notices in QLD, NSW and VIC?"	There are no plans to extend tri-axle group drives to other jurisdictions yet. The industry could contact jurisdictions and request to consider the inclusion of tri-axle drive groups.
"Within the industry there seems to be some confusion as to the actual implementation date of the new Mass, Dimension and Loading standards. In issue 199 of NHVR's "On the road" Nicole Rosie's opening letter states "Looking ahead, there are 10 weeks to go until the amended Heavy Vehicle National Law is due to commence on 1 July". Two(2) articles below this letter the article on "New guidance material: What's changing for Mass, Dimension and Loading as part of HVNL reforms" states "These changes are anticipated to commence from mid-2026" Our customers are wanting to build new equipment to suit the new 20m general access allowance. However, the lack of an actual commencement date as stopped them committing to finalised builds. Please confirm the actual commencement date for the new Mass, Dimension and Loading standards? In particular the increase from 19.0m to 20.0m general access."	The ascent of the new Act and regulations is contingent on Ministerial approval and Queensland parliamentary processes. Which the NHVR does not control. At this moment, we don't have a date of commencement.
With GML now aligned to CML, how does this interact with the 1t/2t concession on page 79 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation? That rule allows vehicles with a GML of 55t or less to operate at 1t above GML/GCM, and vehicles above 55t to operate at 2t above.	The same mass caps apply (1->55t, 2 - <55t). The key difference is the removal of the requirement for mass management accreditation.
Summary of main changes	A summary of the main changes under the amended HVNL can be found on the NHVR website: https://www.nhvr.gov.au/law-policies/hvnl-reform-implementation In the coming weeks, further practical tools, guidance and support materials will be released, alongside a national awareness campaign to ensure consistent messaging of the changes. Industry is encouraged to stay informed via NHVR channels.
When are the axle weights going to 21t normal mass and 23t HML for Tri axle groups?	Under HML, 22.5t is the maximum mass for a tri-axle group. 21t is the maximum mass for GML in the proposed regulations.
What are the latest legislative updates available?	The ascent of the new Act and regulations is contingent on Ministerial approval and Queensland parliamentary processes. Which the NHVR does not control. At this moment, we don't have a date of commencement.

Question and Answer



Question	Answer
Possible early implementation of the new 20 mtr rule or will it be 1st of July	The increased length limits will come into effect once the new regulations are enacted, not before.
What are the load limits with GML going	GML will be increased to be like current CML.
Livestock, Harmonized loading requirements across jurisdictions	The HVNL reform does not address access issues. The reform is aimed at improving productivity and efficiency through increased mass and dimension limits.
With the proposed increase to GML this essentially aligns with AMMS RAV 1. Will AMMS limits also be increased or is level one for concessional loading limit now just not needing to be permitted	"No — AMMS limits are not automatically increased. The proposed increase to General Mass Limits (GML) in WA aligns the base statutory limit with what AMMS RAV Level 1 previously provided by permit, but it does not expand AMMS itself. The practical effect loads that now fall within the increased GML will no longer need AMMS or a permit, and AMMS (including RAV Level 1) remains relevant only where operation exceeds GML. In effect, what used to require permission at RAV Level 1 becomes "in-limit" and non-permitted, but AMMS has not been re-rated upward. We suggest contacting Main Road WA for a more in-depth answer".
Hi, how often should load restraint equipment be inspected to identify potential malfunctions? Are there many real-world scenarios where load restraint equipment malfunctioned leading to an incident or near miss?	The load restraint guide provides guidance on how to address operators' responsibilities. https://www.nhvr.gov.au/road-access/loading/load-restraint-guide
Holding the correct licence when connecting floats to truck requiring HR licence and when the combination then requires HC licencing.	Please contact your relevant state road agency for licensing and registration questions.