

1. What is the I-Tonne Tri-Axle Mass Transfer Allowance (ITMTA)?

The 1TMTA provides heavy vehicle operators with flexibility in loading certain heavy vehicle combinations.

The 1TMTA allows increased mass on tri-axle groups so that they may be loaded by up to 1 tonne (t) above the normal tri-axle group 20t General Mass Limit (GML) provided any additional mass loaded onto each tri-axle group is offset onto other non-steer axle or axle groups.

The 1TMTA does not permit any increase to a vehicle's maximum (total) mass, but gives more flexibility in how mass may be distributed across axle groups.

2. What type of vehicles can operate under the ITMTA?

The 1TMTA can be applied to heavy vehicle combinations that have a tri-axle group(s) which qualify under GML to be loaded up to 20t.

3. What vehicles cannot operate under the ITMTA

The 1TMTA does not apply to heavy vehicles operating under:

- Concessional Mass Limits (CML)
- Higher Mass Limits (HML)
- a permit or notice that provides for increased mass, such as a Grain Harvest Mass Management Scheme
- Performance Based Standards (PBS), unless the PBS vehicle has been specially approved to operate under the 1TMTA.

4. May a tri-axle pig trailer operate under the ITMTA?

No. The tri-axle group on a pig trailer is not entitled to operate at 20t under GML (only 18t) and therefore is not a qualifying tri-axle group.

5. If I'm operating under the ITMTA does the vehicle need to be identified or am I required to carry a notice or any other documentation?

No. Vehicles operating under the 1TMTA do not need to be specifically identified by a sticker or any other means and there is no requirement for drivers to carry any specific 1TMTA documentation.

6. What roads can I use when I'm operating under the ITMTA?

Vehicles operating under the 1TMTA allowance can access all roads in the ACT, NSW, SA, Tas and Vic unless travel is restricted by load limiting signs.

For vehicles operating in Queensland the 1TMTA only applies to certain declared routes or areas. For details of approved 1TMTA routes/areas in Queensland, see the Department of Transport Main Roads (Qld) website www.tmr.qld.gov.au.

The 1TMTA does not apply to vehicles operating in WA or NT.



7. What are the 1TMTA conditions?

Operating under the 1TMTA is conditional upon:

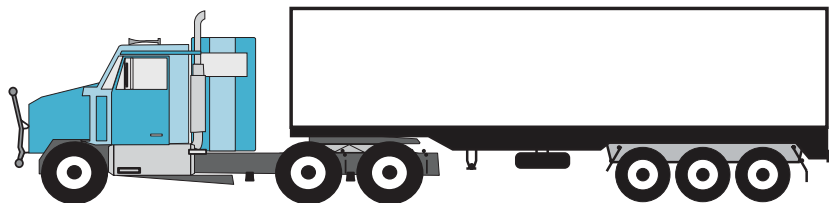
- There is no change to the allowable GML for the whole combination. The total of all new axle mass limits must not exceed the total of the GML for all the axles.
- Any increase in mass on a tri-axle group above the 20t mass limit cannot exceed 1t.
- Any extra mass carried on a tri-axle group above its 20t mass limit will decrease the mass limit allowed for other non-steer axle or axle groups.
- The maximum reduction that can be applied to the mass limit of a non-steer axle or axle group is 1t.
- The mass limits across a vehicle's non-steer axle or axle groups must be decreased by an amount equal to the total of any extra mass being carried on all tri-axle groups.
- Any decrease in axle mass limits **cannot** be applied to a steer axle or axle group.

The 1TMTA makes changes to the allowable mass limits for the vehicle's axle groups where **a decreased mass limit** on any axle or axle group is required to **offset any increased mass** on a tri-axle group or groups. While the decreased mass limit on an axle or axle group cannot be reduced by more than 1t, the actual loaded mass may be less than the new decreased mass limit.

For example on a 6-axle prime mover semitrailer combination operating under the 1TMTA, an additional mass of 1t has been loaded onto the tri-axle group and has been offset on by a 1t reduction to the mass limit on the drive axle group.

The new reduced mass limit on the drive axle group is now 15.5t, however when the vehicle is weighed the mass on the drive axle is only 15t. This is not breach of 1TMTA conditions because the actual mass on the drive axle group is less than the reduced mass limit of 15.5t. (see Figure 1, Example C)

Figure 1 – 6-axle prime-mover semitrailer combinations operating under the 1TMTA



	Steer	Drive	Tri-Axle
GML	6.0t	16.5t	20.0t
✗ Example A - actual mass	6.0t	15.2t	21.3t
✗ Example B - actual mass	6.0t	15.9t	20.8t
✓ Example C - actual mass	6.0t	15.0t	21.0t

Example A – The tri-axle has been loaded to 21.3t, and the full 1.3t has been offset onto the drive axle group. This exceeds the allowed 1t mass transfer, both for the increase on the tri-axle group and the decreased mass limit on the drive axle group and therefore the 1TMTA does not apply.

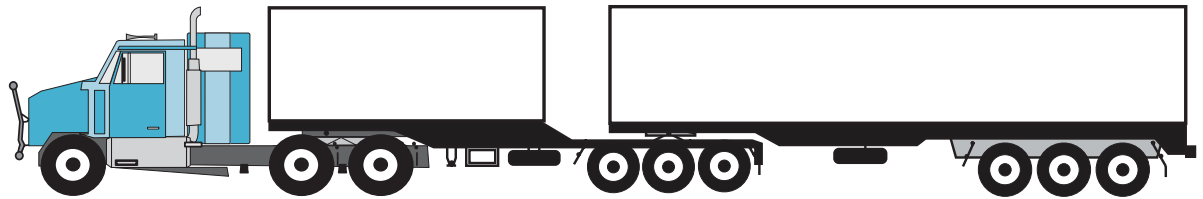
Example B – The tri-axle has been loaded to 20.8t, an increase of 0.8t but the mass offset on the drive axle group is only 0.6t. The 1TMTA conditions require that the increased mass on the tri-axle must be offset onto another axle or axle group. There has only been a mass offset of 0.6t to the drive axle group, rather than the required 0.8t, therefore the 1TMTA does not apply.

Example C – A vehicle operating in compliance with the conditions of the 1TMTA, the additional 1t mass on the tri-axle has been offset to the drive axle group. Note the actual mass on the drive axle group is less than the reduced mass limit of 15.5t.

8. When the mass is increased on a tri-axle group does the mass have to be offset on an adjoining axle group?

No. The increased mass on a tri-axle group can be offset over a number of axles or axle groups (other than a steer axle or steer axle group).

Figure 2 – Compliant 9-axle B-doubles operating under the 1TMTA



	Steer	Drive	Tri-Axle	Tri-Axle
GML	6.0t	16.5t	20.0t	20.0t
✓ Example A - actual mass	6.0t	16.5t	21.0t	19.0t
✓ Example B - actual mass	6.0t	16.0t	21.0t	19.5t
✓ Example C - actual mass	6.0t	15.5t	20.7t	20.3t

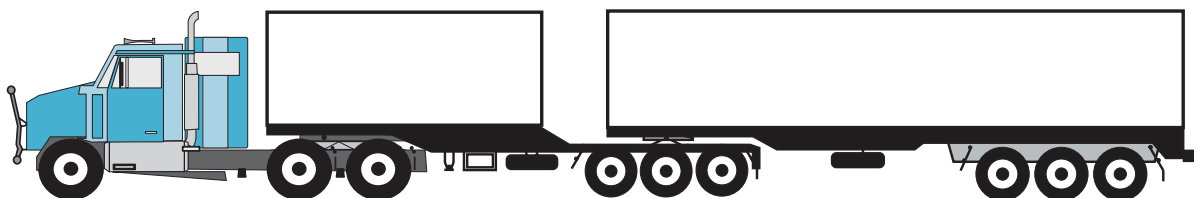
9. In a multi combination vehicle such as a B-double or road train, can the increased mass be offset from one tri-axle group to another tri-axle group?

Yes. Under the 1TMTA, mass can be offset between multiple axles and axle groups including tri-axle group to tri-axle group, noting that the amount of mass reduced on any axle or axle group cannot exceed 1t.

10. Can more than one tri-axle group benefit under the 1TMTA?

Yes. The mass transfer allowance can apply to all tri-axle groups in the combination as long as any additional mass applied to tri-axle group(s) is offset onto other axle group(s) and does not exceed 1t. The 1TMTA does not allow for additional total vehicle mass.

Figure 3 – Non-compliant 9-axle B-doubles operating under the 1TMTA



	Steer	Drive	Tri-Axle	Tri-Axle
GML	6.0t	16.5t	20.0t	20.0t
✗ Example A - actual mass	5.5t	16.5t	20.5t	20.0t
✗ Example B - actual mass	6.0t	16.5t	21.0t	20.0t
✗ Example C - actual mass	6.0t	14.5t	21.0t	21.0t

Example A – The vehicle has been loaded with an additional 0.5t on the first tri-axle group which has been offset onto the steer axle. The 1TMTA conditions do not allow for any mass to be offset to a steer axle or steer axle group, therefore the 1TMTA does not apply.

Example B – The vehicle has been loaded with an additional 1t on the first tri-axle group without any mass being offset onto another axle group or groups. The 1TMTA conditions require that the additional mass loaded onto a tri-axle group must be offset onto another axle or axle group, therefore the 1TMTA does not apply.

Example C – The vehicle has been loaded with an additional 1t on both tri-axle groups but the increased mass from both tri-axle groups has been offset onto the drive axle. The 1TMTA conditions only allow for a maximum of 1t reduction of the mass limits on an axle or axle group to offset any increased mass on a tri-axle group, therefore the 1TMTA does not apply.

11. Can vehicles operate under the ITMTA and the 6.5t steer axle mass exception at the same time?

Yes. Vehicles operating under the 1TMTA can also operate under the 6.5t steer axle mass exception. In this instance the vehicles total allowable mass would be increased by 0.5t.

The 6.5t steer axle mass exception is in addition to any other mass exceptions applicable to non-steer axles (e.g. CML and HML).

12. What happens if the vehicle does not comply with all the conditions of the ITMTA?

Non-compliance of any condition of the 1TMTA will result in the mass exception no longer applying and the vehicle or combination will be assessed against GML.

13. Does the manufacturer's rating of the trailer and the tri-axle group need to allow for the increased mass on the tri-axle up to 21t?

Yes. The 1TMTA does not override any relevant manufacturer's specifications.

14. Is Mass Measurement Adjustment applied to vehicles operating under the ITMTA?

Yes. Mass measurement adjustment is applied in the same manner as it would to a heavy vehicle not operating under the 1TMTA. The difference will be that the assessed mass will be compared against the increased or decreased 1TMTA mass limits, rather than GML.

15. What law allows me to operate under the ITMTA?

The 1TMTA applies as a mass exception under the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation – Schedule 5(A)* and will be cited as *Heavy Vehicle (Mass, Dimension and Loading) National Amendment Regulation 2014*.

About the NHVR

The National Heavy Vehicle Regulator (NHVR) is Australia's dedicated independent regulator for heavy vehicles over 4.5 tonnes gross vehicle mass.

The NHVR was created to administer one set of rules for heavy vehicles under the Heavy Vehicle National Law, improve safety and productivity, minimise the compliance burden on the heavy vehicle transport industry and reduce duplication and inconsistencies across state and territory borders.

For more information:

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