



## HEAVY VEHICLE NATIONAL LAW

### Queensland Class 3 Heavy Vehicle Additional Concessional Mass Limits Exemption Notice 2019 (No.1)

#### Purpose

The purpose of this notice is to exempt a stated category of class 3 heavy vehicles from specified prescribed mass requirements in the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation* (the National Regulation) to permit such vehicles additional mass under the concessional mass limits.

#### Authorising Provision

1. This notice is made under section 117 of the *Heavy Vehicle National Law* as in force in each participating jurisdiction (the HVNL).

#### Title

2. This notice may be cited as the *Queensland Class 3 Heavy Vehicle Additional Concessional Mass Limits Exemption Notice 2019 (No.1)*.

#### Commencement

3. This notice commences on 10 February 2019.

#### Expiry

4. This notice expires on 9 February 2024.

#### Definition

5. Unless otherwise stated, words or expressions used in this notice have the same meanings as in the HVNL or regulations made under the HVNL.

#### Application

6. This notice applies to a Concessional Mass Limits (CML) heavy vehicle that is—
  - (a) fitted with—
    - i. a single steer axle; or
    - ii. twinsteer axle groups with a load-sharing suspension system; or
    - iii. a single axle fitted with dual tyres; and
  - (b) a combination, if the maximum mass permitted for the vehicle under the general mass limits is more than 85t but not more than 120t; or
  - (c) a combination, if the maximum mass permitted for the vehicle under the general mass limits is more than 120t.
7. This notice applies only in Queensland.

### Exemption from prescribed mass requirements

8. A CML heavy vehicle to which this notice applies is exempt from the following mass requirements specified in the National Regulation—
- (a) Section 4 of Part 1, and Table 1(Axle mass limits table) of Part 2 of Schedule 1; and
  - (b) Section 2(3) and 2(5) of Schedule 2 of the National Regulation.

### Conditions – Maximum permissible mass

9. The mass of each axle or axle group on a heavy vehicle to which this notice applies must not be more than the mass limited stated in table 1.

**Table 1 Maximum Permissible Mass**

Axle/Axle Group	Mass Limit (t)
Single Steer Axle	6.25
Twin steer Axle Group with a Load-sharing Suspension System	12
Single Axle Fitted with Dual Tyres	9.5

10. If, because of the application of clause 9 to an axle or axle group within a particular axle spacing, the mass permitted for the vehicle is increased by an amount above the general mass limits for the vehicle, the mass relating to the axle spacing must not be more than the general mass limits for the axle spacing increased by the same amount.

Note – This provision has the effect of ensuring that an increase in the single axle and axle group mass limits will permit a corresponding increase in the axle spacing mass limits in Schedule 1 of the National Regulation.

11. The mass of a CML heavy vehicle to which this notice applies must not be more than—
- (a) If the maximum mass permitted for the vehicle under the general mass limits is more than 85t— 3t more than the maximum mass permitted for the vehicle under the general mass limits; or
  - (b) If the maximum mass permitted for the vehicle under the general mass limits is more than 120t — 4t more than the maximum mass permitted for the heavy vehicle under the general mass limits.

*Note: The steer axle mass exception limits in the National Regulation may be utilised in conjunction with this notice.*

## **Areas or routes**

12. Subject to clauses 13 and 14, a CML heavy vehicle to which this notice applies may use all roads in Queensland.
13. A CML heavy vehicle to which this notice applies that is a B-double may only use a route that is approved in the *National Class 2 Heavy Vehicle B-double Authorisation Notice*.
14. A CML heavy vehicle to which this notice applies that is a road train may only use a route that is approved in the *National Class 2 Heavy Vehicle Road Train Authorisation Notice*.

Peter Caprioli

*Executive Director (Freight and Supply Chain Productivity)*

**National Heavy Vehicle Regulator**