



## NATIONAL HEAVY VEHICLE LAW

### Australian Capital Territory Class 3 Mass Management Accreditation Exemption Notice 2019 (No.1)

#### 1. Purpose

- 1) This Notice provides mass exemptions from the Heavy Vehicle (Mass, Dimension and Loading) National Regulation (The MDL Regulation), and conditional mass limits for vehicles operating under mass management accreditation, and that meet the other requirements of the Notice.

*Note: This notice replaces the Australian Capital Territory Road Transport (Mass, Dimensions and Loading) Higher Mass Limits (HML) Exemption Notice 2013.*

#### 2. Authorising Provision

- 1) This notice is made under Section 12 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation, and s169 of the Heavy Vehicle (General) National Regulation.

#### 3. Commencement

- 1) This Notice commences on 10 February 2019.

#### 4. Expiry

- 1) This Notice expires on 9 February 2024.

#### 5. Title

- 1) This Notice may be cited as the *Australian Capital Territory Class 3 Mass Management Accreditation Exemption Notice 2019*.

#### 6. Definitions

- 1) Unless otherwise stated, words and expressions used in this Notice and in the Code have the same meanings as those defined in the HVNL.
- 2) In this Notice:-

***Eligible vehicle*** means a vehicle that meets the requirements of section 7 of this Notice.

## 7. Application

- 1) This Notice applies to eligible vehicles operating in the Australian Capital Territory that is:
  - a) a rigid truck fitted with a tandem axle group if:
    - i. it is not towing another vehicle; or
    - ii. it is towing a trailer that is fitted with a single axle group, tandem axle group or tri axle group towards the rear of the trailer, where both the truck and trailer are designed to carry vehicles on two or more overlapping decks;
  - b) a heavy combination if:
    - i. the prime mover is fitted with a single axle group or tandem axle group; and
    - ii. the semitrailer is fitted with a single axle group, tandem axle group or tri axle group;
  - c) a bus fitted with a single drive axle group or tandem axle group;
  - d) a truck or bus with a six-tyred tandem axle group at the rear;
  - e) a B-double if—
    - i. the prime mover is fitted with a tandem drive axle group; and
    - ii. the trailer is, or the trailers are, fitted with either a tandem axle group or tri axle group;
  - f) a road train not longer than 36.5m long if:
    - i. the prime mover is fitted with a tandem drive axle group; and
    - ii. the semitrailer is fitted with either a tandem axle group or tri axle group; and
    - iii. the converter dolly is fitted with a tandem axle group.

## 8. Exemptions - Mass

- 1) This notice exempts eligible vehicles from the following mass requirements specified in Schedule 1 of the MDL Regulation, as far as conditional masses are provided under s 9:
  - a) Section 4 - Mass limits for a single axle group
  - b) Section 5 - Mass limits relating to axle spacing generally

## 9. Conditions - Gross Combination Mass and Axle Masses

- 1) The total mass of an eligible vehicle must not be more than the least of:
  - a) the sum of:
    - i. the single axle and single axle group, the twinsteer axle group and the quad axle group mass limits mentioned in Table 1 of Part 2 of Schedule 1 in the MDL Regulation that apply to the vehicle; and
    - ii. the single axle or axle group mass limits in Table 1 that apply to the vehicle; or
  - b) for a bus or rigid truck—the bus’s or truck’s GVM; or
  - c) for a prime mover—the prime mover’s GCM; or
  - d) for a prime mover and a semitrailer—the sum of the prime mover’s GVM and the semitrailer’s GVM; or
  - e) for a rigid truck fitted with a tandem axle group—
    - i. if the truck is not towing another vehicle—28t; or
    - ii. if the truck is towing a trailer that is fitted with a single, tandem or tri axle group towards the rear of the trailer, where both the truck and trailer are designed to carry vehicles on 2 or more overlapping decks—50.5t; or
  - f) for a combination—45.5t; or
  - g) for a B-double—68.0t; or
  - h) for a road train—85.0t.
  
- 2) For an eligible vehicle, the mass on a single axle or axle group of a kind mentioned in table 1.3, column 2 must not be more than the mass limit mentioned in column 3 for the kind of single axle or axle group.

**Table 1: Conditional Axle Mass Limits**

<b>COLUMN 1 ITEM</b>	<b>COLUMN 2 Single Axle or Axle Group</b>	<b>COLUMN 3 Mass Limit (t)</b>
<b>1</b>	single axle with dual tyres (buses only)	<b>10.0</b>
<b>2</b>	tandem axle group fitted with single tyres on 1 axle and dual tyres on other axle	<b>14.0</b>
<b>3</b>	tandem axle group fitted with dual tyres	<b>17.0</b>
<b>4</b>	tri axle group fitted with dual tyres	<b>22.5</b>

## **10. Condition - Mass Management Accreditation**

- 1) An eligible vehicle operating under this Notice must hold Current Mass Management Accreditation under the HVNL.

*Note: Mass management accreditation attained in a State or Territory other than the Australian Capital Territory meets the requirements of this section.*

## **11. Condition- Wide single tyres (Super Singles)**

- 1) This notice does not apply to those vehicles fitted with wide single tyres, which are used in substitution for dual tyres.

## **12. Conditions - State Areas and Routes**

- 1) A combination consisting of a prime mover and a 4.6m high semitrailer may use the map and/or list of routes specified in the “*Mass Management Accreditation Vehicles Network*” on the Restricted Access Vehicle Networks as published by Transport Canberra & City Services.

Peter Caprioli

*Executive Director (Freight and Supply Chain Productivity)*

**National Heavy Vehicle Regulator**