

Guideline for Higher Mass Limits for Vehicles with Road Friendly Suspensions

in Queensland

Form Number 10

Version 7

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1. Guideline Authority

This guideline is issued under Section 48 of the *Transport Operations (Road Use Management – Mass, Dimensions and Loading) Regulation 2005* in accordance with Part 4 Section 22 of the *Statutory Instruments Act 1992*.

The *Guideline for Higher Mass Limits for Vehicles with Road Friendly Suspensions - Form 10 Version 6 (August 2009)* is repealed.

2. Commencement Date

This form commences on 20 August 2010.

3. Application

This guideline is issued as an alternative means of complying with Schedule 1 Sections 4 (1) & Schedule 2 of the *Transport Operations (Road Use Management – Mass, Dimensions and Loading) Regulation 2005*.

The accompanying Information Bulletin, *Higher Mass Limits for Road Friendly Vehicles July 2010* should be read in conjunction with this guideline.

3.1 Eligible Vehicles

This guideline applies to the following classes of vehicles or combinations of vehicles:

- (a) tandem drive rigid trucks and prime movers;
- (b) tandem and triaxle semitrailers;
- (c) tandem and triaxle dolly trailers;
- (d) road trains;
- (e) B-doubles.

3.2 Non-Eligible Vehicles

The following vehicles, or combinations of vehicles, are not eligible to operate at higher mass limits as described in this guideline:

- (a) truck and dog trailer combinations;
- (b) truck and pig trailer combinations;
- (c) pig trailers (except converter dollies used in multi-combinations);
- (d) single drive axle trucks;
- (e) single axle trailers;
- (f) vehicles which operate under permit for excess dimension or mass;
- (g) vehicles operating under mass concession schemes, or guidelines that allow above regulation mass limits.

4. Operating Conditions

4.1 Approved Routes

At a minimum, higher mass limits vehicles may operate in Queensland on the following routes (subject to section 4.2);

- (a) routes approved for higher mass limits outlined within maps on the Department of Transport and Main Roads webpage (<http://www.tmr.qld.gov.au>). Follow the links to Heavy Vehicles and then Higher mass limits; or
- (b) connecting 23 and 25 metre B-double and road train routes to a radial distance of 500m from the Queensland Major Highway System.

4.2 Route Classifications

Vehicles and combinations of vehicles operating at higher mass limits are only permitted to operate on the routes approved for that specific vehicle or combination of vehicles. The *Guideline for Multi-Combination Vehicles in Queensland - Form 1* outlines the approved routes for 23 and 25 metre B-doubles and road trains.

4.3 Load Limits

This Guideline does not exempt vehicle operators from the requirement to comply with specifically signed load limits for certain bridges and roads.

5. Mass Management Accreditation

Operators of vehicles or combinations of vehicles fitted with any triaxle group must be accredited under:

- (a) the Mass Management Module of the National Heavy Vehicle Accreditation Scheme (NHVAS). Operators must display evidence of accreditation on the towing vehicle carrying higher mass limits and drivers must produce a NHVAS interception book to an Authorised Officer when requested; or
- (b) another scheme approved or recognised by the Department of Transport and Main Roads.

6. Standards

6.1 Eligible Axles and Axle Group Mass Limits

The eligible axle groups and total mass permitted are:

- (a) tandem axle group fitted with 8 tyres - 17.0 tonnes
- (b) triaxle group fitted with 12 tyres - 22.5 tonnes
- (c) six-tyred tandem axles - 14 tonnes

All axle groups on a vehicle or within a vehicle combination do not need to be road friendly. In this instance, the increased axle group masses only apply to the individual road friendly axle groups.

6.2 Prime Mover Steer Axle Mass Limit

Steer axles on prime movers operating in road train and B-triple combinations, and fitted with single tyres with a nominal section width of at least 375mm are permitted to operate up to 6.7 tonnes.

6.3 Gross Mass Limits

The mass of a vehicle or vehicle combination must not exceed any of the following:

- (a) the sum of eligible higher mass limits axle group loads; or
- (b) the sum of eligible and non eligible higher mass limits axle group loads; or
- (c) vehicle manufacturer's ratings and component limits.

6.4 Road Friendly Suspension – Definition

An axle group that is operating at higher mass limits must be fitted with a road friendly suspension that complies with the following:

- (a) for vehicles built before 1 January 2000, all suspension systems that use air bags in combination with effective hydraulic dampers, with the air bags being the principal suspension medium, are considered to be road friendly; or
- (b) for vehicles built on or after 1 January 2000, only vehicles fitted with road friendly suspension certified by the Commonwealth Department responsible for approving such suspension types can receive an increase in mass. Verification of this certification, in the form of a certification label, must be fitted on or near the vehicle's suspension, or a copy of a letter from the vehicle or suspension manufacturer stating that the suspension is certified as road friendly must be carried in the vehicle and produced to an authorised officer when requested.

6.5 Road Friendly Suspension – In-Service Maintenance

The vehicle's suspension must be maintained to ensure it operates in accordance with the National Heavy Vehicle Accreditation Scheme Mass Management suspension maintenance standards for road friendly suspension.

7. Intelligent Access Program (IAP)

7.1 Participation

A participating operator must;

- (a) have a signed agreement with an IAP Service Provider; and
- (b) be issued with an IAP Certificate.

7.2 Monitoring

A vehicle operating at higher mass limits must have an Approved Intelligent Transport System installed for IAP monitoring purposes.

7.3 Self Declaration

If an Approved Intelligent Transport System utilises a Self Declared Input Device (SDID), the relevant information must be entered into the SDID by:

- (a) the driver, if the SDID is fitted in or on the vehicle; or
- (b) the participating operator, if the SDID is fitted in a place other than the place mentioned in subsection 7.3(a).

The relevant information must be true and accurate and must be re-entered irrespective of the mass of the vehicle whenever:

- (a) there is a change to the vehicle mass or configuration; or
- (b) if prompted by the SDID.

For the purpose of this subsection relevant information means information relating to the mass or configuration of the vehicle.

7.4 Responsibility to Inform the Driver

A participating operator must take reasonable steps to give the driver the information required under the *Transport Operations (Road Use Management – Mass, Dimensions and Loading) Regulation 2005, Part 6A, Section 55J (1) & (2)*.

7.5 Malfunction

If the driver of an IAP vehicle becomes aware that the Approved Intelligent Transport System fitted to the IAP vehicle is malfunctioning, the driver must immediately report the malfunction to the IAP vehicle's participating operator in person or by radio, telephone, fax or email.

If the participating operator of a vehicle becomes aware that the Approved Intelligent Transport System fitted to the vehicle is malfunctioning, the participating operator must immediately report the malfunction to the Intelligent Access Condition Administrator by:

Telephone – 1300 753 427 (1300 QLD IAP)

Fax – (07) 3834 2360

Email – iapadmin@tmr.qld.gov.au

Or in person at – Spring Hill Office Complex

477 Boundary Street

Spring Hill Qld 4000

7.6 Rectification of Malfunction

If an Approved Intelligent Transport System fitted to the vehicle has malfunctioned and is not rectified within 10 working days the vehicle must cease to operate at higher mass limits.

8. Definitions

For the purpose of this guideline:

- **IAP agreement** (IAP Service Provider/Transport Operator Deed) means an agreement between the operator of a vehicle and an IAP Service Provider under which the IAP Service Provider agrees to monitor the vehicle's compliance with the higher mass limits IAP conditions.

- **Participating operator** means an operator of a vehicle who has entered into an IAP agreement.
- **IAP** is defined in the *Transport Operations (Road Use Management) Act 1995 Schedule 4*.
- **Approved Intelligent Transport System** is defined in the *Transport Operations (Road Use Management) Act 1995 Schedule 4*.
- **IAP Service Provider** is defined in the *Transport Operations (Road Use Management) Act 1995 Section 61D(4)*.
- **IAP Certificate** means a document (paper or electronic) by which a participating operator, and its vehicle, is granted access to road networks by the Chief Executive on the condition the vehicle complies with the higher mass limits IAP conditions.
- **Self Declared Input Device** means a device that forms part of the Approved Intelligent Transport System and is used to enter data into the In-Vehicle Unit about the vehicle's configuration and total mass.
- **In-Vehicle Unit** means a telematics unit installed, operated and maintained by the IAP Service Provider which monitors parameters.
- **Higher Mass Limits IAP conditions** are the monitoring of the following:
 - vehicle identification
 - vehicle location
 - mass and vehicle configuration
 - system malfunction
 - tampering
 - speed compliance
 - any other condition specified in the IAP Certificate.
- **Malfunction** means if the Approved Intelligent Transport System
 - ceases to work at all, or works only intermittently; or
 - does not perform a function required under IAP, or performs the function only intermittently; or
 - performs a function required under the IAP in a way that the results of it doing so are inaccurate or unreliable, including intermittently inaccurate or unreliable.