Information bulletin

JUNE 2006

Concessional Mass Limits

Concessional Mass Limits (CML) will provide mass benefits for operators accredited under the National Heavy Vehicle Accreditation Scheme (NHVAS) Mass Management module from 1 July, 2006

Introduction of Measurement Adjustments

Austroads has reviewed its enforcement guidelines to replace the existing National Association of Australian State Road Authorities (NAASRA) 'administrative tolerance' for mass with a Measurement Adjustment based solely on weighing equipment accuracy and site characteristics. This will effectively reduce on road general mass limits as from 1 July, 2006. (See Appendix A)

Concessional Mass Limits

Concessional Mass Limits (CML) will enable accredited operators to broadly retain current NAASRA tolerance levels. Operators will need to be accredited under the National Heavy Vehicle Accreditation Scheme (NHVAS) Mass Management Module.

Under CML, the Gross Vehicle Mass of vehicles with tandem and tri-axle groups will be set at 5% above General Mass Limits (GML), subject to:

- a maximum increase of 1 tonne for a vehicle or vehicle combination with an allowable gross mass not exceeding 55 tonnes (eg: 6-axle semi-trailer);
- a maximum increase of 2 tonnes for vehicle combinations with an allowable gross mass exceeding 55 tonnes (eg: 9-axle B-Double); and
- an upper limit on axle and axle group mass as given in the table of Concessional Mass Limits (right).

CONCESSIONAL MASS LIMITS (NATIONAL POLICY)	Mass Limit (tonnes)
Tandem axle groups	
• Fitted with single tyres with section width of:	
a) less than 375 mm	11.5
b) 375 mm or more but less than 450 mm	13.8
c) 450 mm or more	14.5
• Fitted with single tyres on one axle and dual tyres on the other axle	13.5
• Fitted with dual tyres	17.0
Tri-axle groups	
Fitted with single tyres with section width of less than 375 mm on all or part of the axle group	15.5
Fitted with dual tyres and/or single tyres with section width of at least 375 mm	21.0

Note:

- *Truck and pig trailers are excluded from CML*

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Suspension Maintenance

A requirement to maintain a vehicle's suspension system as part of NHVAS Mass Management accreditation is based on the recognition that road wear can be influenced by the condition of the vehicle suspension system.

All accredited vehicles, including trailers supplied by other parties, must have their suspension systems maintained and replaced according to manufacturer's (or a qualified mechanical engineer's) specification; and taking into account the ARTSA Air Suspension Code.

In effect, this will require operators to document the specifications, frequency of checks, fault reporting, decision-making and evidence of repairs by qualified persons. Full details of the revised standard are available here: http://www.ntc.gov.au/ViewPage.aspx?page=A02301406400080020

A transition period of six months (to 1 January 2007) has been allowed to meet the new accreditation standard.

Printed copies of the Air Suspension Code can be purchased by telephoning 1800 649 578. An online version can be downloaded here: http://www.artsa.com.au/codes.html

Hired trailers

A statement of compliance with the suspension maintenance standard from the trailer supplier must accompany accredited vehicles.

Access Restrictions

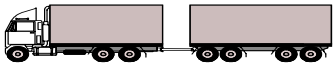
Operators operating at CML will have access to the same network as currently applies to the particular vehicle class unless prescribed to the contrary by State/Territory regulation.

Other Requirements

All heavy vehicles must not exceed manufacturer's rating and must comply with axle spacing formulas appropriate to General Mass Limits.

Implementation

Implementation through State and Territory regulation should be checked prior to operating to CML. A number of road agencies have flagged minor deviations from the national policy.

Common vehicle types	Max. Steer	Max. Single Axle	Max. Tandem Axle	Max. Tri-Axle	Max. Gross
	6.0	9.0			15.0
	6.0		17.0		23.0
	6.0		17.0	21.0	43.5
	6.0		17.0		43.5
	6.0		17.0	21.0	64.5
	6.0		17.0	21.0	81.0
	6.0		17.0	21.0	117.5

Note:
[1]General mass limits are the baseline for truck and dog trailers (not the limits currently allowed under local arrangements).

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APPENDIX A
MEASUREMENT ADJUSTMENTS AND BREACH RANGES FOR AUSTROADS GUIDELINES

Measurement Adjustments (*all masses are in tonnes)*

Axle group	Measurement Adjustment (MA)		
	Category 1 weighing	**Category 2 weighing**	**Category 3 weighing**
Single axle with single tyres	0.3	0.3	0.4
Tandem axle with single tyres (or combination of single and dual tyres)	0.3	0.4	0.5
Single axle with dual tyres	0.4	0.4	0.5
Tandem axle with dual tyres	0.5	0.5	1.0
Triaxle	0.5	0.5	1.0
Gross mass	0.25 per weighing step	0.5 per weighing step	1.0 per weighing step

Notes:

The three categories of weighing will be defined in the mass measurement guidelines that are currently under development. In short:

Category 1 generally at certified weighbridges

Category 2 generally at well set out temporary roadside sites on portable scales in good conditions.

Category 3 generally conducted under less favourable conditions than Category 1 or Category 2 weighings. In the interests of certainty, the mass measurement guidelines will place limits on the circumstances where heavy vehicles can be weighed even with a Category 3 MA.

Weighing Step

When calculating gross mass, the relevant measurement adjustment will be applied each time the vehicle is moved during the weighing process, even if it returns to the same point after the weighing as before the weighing.

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