

# ROAD TRAFFIC ACT 1961

## NOTICE OF APPROVAL AND EXEMPTION

*Pursuant to Sections 161A and 163AA of the Road Traffic Act 1961*

### 6.5 TONNE STEER AXLE MASS LIMIT FOR HEAVY VEHICLES

#### 1. Approval and Exemption

- 1.1. I hereby approve heavy vehicle configurations that exceed a total mass of 42.5 tonnes as a result of the application of this Notice, to operate as specified in this Notice; and
- 1.2. I hereby exempt heavy vehicles from the following provisions of the *Road Traffic (Mass and Loading Requirements) Regulations 1999*:
  - 1.2.1. Schedule 1, Part 1 – Mass Limits, Table 1- Mass Limits for Single Axle and Axle Groups, in so far as it relates to the single steer axle mass limit for heavy vehicles specified in this Notice.
  - 1.2.2. Schedule 1, Part 1 – Mass Limits, Clause 3 (1) (2) and (3) Mass Limits relating to axle spacing.
  - 1.2.3. Schedule 1, Part 1, Clause 4 (1) Mass limits for combinations.

#### 2. Conditions

This approval and exemption is subject to the following conditions and limitations:

- 2.1. When operating under this Notice of approval and exemption, you must at all times carry a legible and complete copy of this Notice.
- 2.2. You must produce a copy of this Notice when requested to do so by a DTEI Authorised Officer appointed under the *Road Traffic Act 1961* and/or *Motor Vehicles Act 1959*, or by a Police Officer.
- 2.3. Except as otherwise specified in this Notice, the Standard Form Conditions prescribed in the *Road Traffic (Oversize or Overmass Vehicle Exemptions) Regulations 1999* for the purposes of section 115 of the *Road Traffic Act 1961*, shall not apply.
- 2.4. This Notice is to be read and operates in conjunction with the *Road Traffic (Mass and Loading Requirements) Regulations 1999* and with any other instrument of approval and exemption specifying heavy vehicle mass limits in South Australia, whether published in the Government Gazette or issued by individual permit.
- 2.5. This Notice applies only to *eligible vehicles* as defined in 2.11 of this Notice.
- 2.6. This Notice increases the General Mass Limit of 6.0 tonne applicable to a single steer axle on an eligible vehicle to 6.5 tonne.

*Note:*

*This Notice does not provide a steer axle mass limit increase for a bus, any twin steer axle or any single steer axle with General Mass Limit other than 6.0 tonne.*

- 2.7. Subject to 2.8, this Notice increases by 0.5 tonne the Gross Vehicle Mass Limit and Gross Combination Mass Limit for an eligible vehicle as specified elsewhere by Regulation or other instrument of approval and exemption.
- 2.8. The increase in 2.7 corresponds to the increase in the steer axle mass limit in 2.6 and cannot be used to increase the mass limit on any other axle or axle group.
- 2.9. Vehicles must comply with axle spacing appropriate to statutory mass limits (General Mass Limits) contained in Schedule 1, Part 1, Clause 3 of the *Road Traffic (Mass and Loading Requirements) Regulations 1999*, or any other statutory instrument as applicable.
- 2.10. Vehicles operating under this Notice shall not be driven or loaded in excess of:
  - 2.10.1. the manufacturer's rating for axle, suspension, tyre and coupling capacities; or
  - 2.10.2. the manufacturer's gross vehicle mass and gross combination mass ratings; or
  - 2.10.3. the Gross Vehicle Mass and/or Gross Combination Mass as shown on the certificate of registration for that vehicle.
- 2.11. To be subject of and for the purposes of this Notice, an *eligible vehicle* must:
  - 2.11.1. not be a bus; and
  - 2.11.2. be rated at 15 tonne or more gross vehicle mass; and
  - 2.11.3. comply with front underrun protection to UN ECE regulation 93; and
  - 2.11.4. comply with cab strength to UN ECE regulation 29; and
  - 2.11.5. comply with emission levels to Australian Design Rule 80/01 or later edition; and
  - 2.11.6. have any protrusion certified by a competent entity as complying with front underrun protection to UN ECE Regulation 93; and the protrusion be plated accordingly; and
  - 2.11.7. be fitted with an Approval Plate.

*Note:*

*Where a Front Underrun Protection Vehicle is fitted with a bull bar, the bull bar becomes the Front Underrun Protection Device and so must fully satisfy the UN ECE regulation 93 requirements in terms of strength, dimensions and geometry (smooth face free of projections, etc). The bull bar must be plated as fully complying with UN ECE regulation 93 for the vehicle to remain an Eligible Vehicle.*

*Where a vehicle is not a Front Underrun Protection Vehicle and becomes an Eligible Vehicle by the fitting of a certified and plated Front Underrun Protection Device, the owner of the vehicle shall in addition have an Approval Plate fitted to the vehicle by a Competent Entity to indicate the changed status of the vehicle as an Eligible Vehicle.*

### **3. Definitions**

For the purpose of this Notice the following terms are defined as follows:

#### **3.1. Approval Plate**

A unique plate attached to the vehicle by a Competent Entity in a standard location that certifies the as-built compliance of that individual vehicle with the requirements of *Regulation No 93 – United Nations Economic Commission for Europe (UN ECE)* [Approval of Front Underrun Protective Devices], *Regulation No 29 – United Nations Economic Commission for Europe (UN ECE)* [Protection of the Occupants of the Cab of a Commercial Vehicle] and *Australian Design Rule 80/01* or later edition [Emissions Control for Heavy Vehicles].

#### **3.2. Competent Entity**

A vehicle manufacturer holding Compliance Plate approval or a recognised engineering signatory (RES) with appropriate expertise. To approve a Front Underrun Protection Device the RES would need to be recognised as competent to undertake type H modifications as described in the *Vehicle Standards Bulletin VSB6 published by the Department of Transport and Regional Services*.

#### **3.3. Front Underrun Protection Device**

A structure either incorporated in the vehicle when manufactured or separately fitted to the front of the vehicle to meet the requirements of *UN ECE Regulation 93*.

#### **3.4. Front Underrun Protection Vehicle**

A vehicle with the *UN ECE Regulation 93* structure incorporated at the time of manufacture.

#### **3.5. Protrusion**

A structure that protrudes ahead of the vehicle as built. A common example is the device known as a bull bar or roo bar.

### **4. Commencement of this Notice**

4.1. This Notice is valid from midnight on 2 April 2007

4.2. This Notice of approval and exemption may be varied or revoked at any time by notice in writing.

Executive Director  
Safety and Regulation Division  
Department for Transport, Energy and Infrastructure  
Authorised Delegate for the Minister for Transport