

# ROAD TRAFFIC ACT 1961

## NOTICE OF APPROVAL AND EXEMPTION

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

### HIGHER MASS LIMITS FOR VEHICLES FITTED WITH ROAD FRIENDLY SUSPENSION

#### **1 REVOCATION OF PREVIOUS NOTICES**

1.1 I hereby revoke the Notice of Approval and Exemption titled '*Higher Mass Limits for Vehicles Fitted with Road Friendly Suspensions*' published in the South Australian Government Gazette, dated 17 September 2009.

#### **2 APPROVAL**

2.1 I hereby approve heavy vehicle configurations (as detailed in Table 1 of this Notice) that are fitted with Road Friendly Suspension to travel on Approved Routes subject to the conditions and limitations specified in this Notice.

2.2 For the purpose of this Notice, 'Approved Routes' are roads that the Minister for Transport (or the Minister's Delegate) has approved for the operation of heavy vehicle configurations (as detailed in Table 1 of this Notice) that are fitted with Road Friendly Suspension in accordance with section 161A of the *Road Traffic Act 1961*.

#### **3 EXEMPTION**

3.1 I hereby exempt heavy vehicles from the following provisions of the *Road Traffic (Mass and Loading Requirements) Regulations 1999*:

3.1.1 Schedule 1, Part 1 – Mass Limits, Table 1- Mass Limits for Single Axle and Axle Groups, in so far as it relates to axle or axle mass limits for axle or axle group configurations specified in Table 2 of this Notice.

3.1.2 Schedule 1, Part 1 – Mass Limits, Clause 3(1), (2) and (3) Mass Limits relating to axle spacing.

3.1.3 Schedule 1, Part 1, Clause 4(1) Mass limits for combinations.

#### **4 CONDITIONS**

4.1 This Notice of Approval and Exemption is subject to the following conditions:

##### **4.1.1 Approved Vehicles**

4.1.1.1 Only the vehicles and/or combinations nominated in Table 1 of this Notice with the corresponding configuration codes and which have an axle, axles or axle group(s) fitted with Road Friendly Suspension are approved to operate at Higher Mass Limits under this Notice.

Table 1

Vehicle Configuration		Registration Configuration Code
a	Rigid Trucks fitted with a tandem drive axle group and operated without a trailer.	2R3, 2R4, MR3, MR4, LR3, LR4, SR3, SR4
b	Articulated vehicles where the prime mover is fitted with a tandem drive axle group and the semi trailer is fitted with either a tandem or triaxle group.	SP3, SP4 TS2, TS3
c	Buses fitted with a single drive axle or a six tyred tandem axle group (which includes the drive axle) at the rear.	2B2, 2B3

#### 4.1.2 Vehicle Specifications

4.1.2.1 Vehicles operating under this Notice must not be driven or loaded in excess of:

4.1.2.1.1 the manufacturer's rating for axle, suspension, tyre or coupling capacities;  
or

4.1.2.1.2 the manufacturer's Gross Vehicle Mass or Gross Combination Mass ratings; or

4.1.2.1.3 the Gross Vehicle Mass and/or Gross Combination Mass as shown on the certificate of registration for that vehicle.

4.1.2.2 Vehicles must include at least one axle or axle group fitted with certified Road Friendly Suspension to be eligible for Higher Mass Limits under this Notice. Vehicles fitted with Road Friendly Suspension must have a valid Road Friendly Suspension certification plate affixed.

#### 4.1.3 Routes

4.1.3.1 Vehicle configurations specified in Table 1 of this Notice must operate only on the approved routes specified in the maps titled '*Route Network for Higher Mass Limits (HML) Vehicles*' posted on the DTEI Internet Site and in accordance with any conditions and limitations specified on those maps.

4.1.3.2 Vehicle combinations (other than Rigid Truck and Trailers) registered under the Commonwealth of Australia *Interstate Road Transport Act 1985*, operating at higher mass may operate on the routes specified in the *Commonwealth of Australia Gazette* notice titled '*Determination of Routes for Vehicles, Other than B-Doubles and Rigid Truck and Trailer Combinations, Carrying Higher Mass Limits Under the Federal Interstate Registration Scheme (FIRS)*'

#### 4.1.4 Axle Mass Limits and Axle Spacing

4.1.4.1 The total mass on the axle or axle group must not exceed the limits listed in Table 2 or Table 3 of this Notice for the specified axle or axle group.

4.1.4.2 The Higher Mass Limits specified in Table 2 of this Notice only apply to axles or axle groups fitted with a Road Friendly Suspension.

Table 2

Axle or Axle Group Configuration	General Mass Limit (tonnes)	Higher Mass Limit under this Notice (tonnes)
Single drive axle on buses fitted with 4 tyres	9.0	10.0
Tandem axle groups fitted with 6 tyres	13.0	14.0
Tandem axle groups fitted with 8 tyres	16.5	17.0
Triaxle group fitted with 12 tyres	20.0	22.5

4.1.4.3 In relation to only vehicle combination 'b' in Table 1 of this Notice, the mass on an axle or axle group not fitted with a Road Friendly Suspension must not exceed the limits specified in Table 3 of this Notice for the specified axle or axle group.

Table 3

Axle Group Configuration	General Mass Limit (tonnes)	Mass Limit under this Notice (tonnes)
Tandem axle groups fitted with 8 tyres	16.5	17.0
Triaxle group fitted with 12 tyres	20.0	21.0

#### Explanatory Note

The axle mass limits in Table 3 provide equity for those vehicles which are also eligible for operation under the Gazette Notice titled '*Concessional Mass Limits for Vehicles Accredited in the Mass Management module of the National Heavy Vehicle Accreditation Scheme (NHVAS)*'. Operators should note that the use of Road Friendly Suspension is encouraged on as many axles as possible. On triaxle groups, an additional 1.5 tonnes per axle group is allowed and for tandem axle groups, significantly reduced road wear results from Road Friendly Suspension.

4.1.4.4 Vehicles must comply with axle spacing appropriate to statutory mass limits (commonly referred to as the General Mass Limits) contained in Schedule 1, Part 1, Clause 3 of the *Road Traffic (Mass and Loading Requirements) Regulations 1999*.

4.1.4.5 The total mass of a vehicle combination may only exceed 42.5 tonnes by the amount that the sum of the masses of the axle or axle groups operating at higher mass limits exceed the mass limits specified in the columns titled General Mass Limit (tonnes) in Tables 2 and 3 above.

#### 4.1.5 Mass Management Accreditation

- 4.1.5.1 Vehicles or vehicle configurations fitted with a triaxle group loaded in accordance with the Higher Mass Limits in Table 2 of this Notice, or where any axle or axle group is specified and loaded in accordance with Table 3 of this Notice, must be accredited under the Mass Management Module of the NHVAS.
- 4.1.5.2 The Prime Mover must display a valid NHVAS (Mass Module) label.
- 4.1.5.3 All tri-axle trailers in the vehicle combination, when loaded in accordance with the Higher Mass Limits in Table 2 of this Notice, must display a valid NHVAS (Mass Module) label, where displaying labels on trailers is a requirement of the accrediting agency.
- 4.1.5.4 Drivers of vehicles accredited in South Australia that are **not** operating under the IAP must carry documented evidence (which may be the Route Compliance Certificate) of route planning, confirming that a higher mass limit route is available by reference to the maps contained in this Notice, in accordance with Standard 4 (Records and Documentation) of the Mass Management Module of the NHVAS and shall produce the signed documented evidence if requested by an Authorised Officer appointed under the *Road Traffic Act 1961*, or a Police Officer.
- 4.1.5.4.1 Where a form other than a Route Compliance Certificate is used, the form must record the equivalent information that is required on the Route Compliance Certificate including axle and gross weight, route to be traversed, be dated and signed by the driver prior the commencement of the journey.
- 4.1.5.5 Vehicles accredited in states and territories other than South Australia under the scheme specified in 4.1.5.1 may operate in South Australia under the terms and conditions and on the routes detailed in this Notice provided;
- 4.1.5.5.1 the driver has determined that a higher mass limit route is available for the entire route intended to be travelled by reference to the maps described in 4.1.3, and
- if **not** operating under the IAP:
- i. records the route details on the DTEI Higher Mass Limit Route Compliance Certificate and has signed the Certificate; and
  - ii. carries the completed Route Compliance Certificate in the vehicle when operating at higher mass limits; and
  - iii. produces the Route Compliance Certificate if requested by an Authorised Officer appointed under the *Road Traffic Act 1961*, or a Police Officer; and
- 4.1.5.5.2 the scheme member retains the original copy of any Route Compliance Certificate for a period of not less than 12 months from the date it is signed for auditing purposes.

#### Explanatory Note

Only vehicles or vehicle combinations that are **not** operating under the IAP and include triaxle groups operating at higher mass limits are required to carry documented evidence of route compliance (e.g. DTEI Higher Mass Limit Route Compliance Certificate) when operating in South Australia under the terms and conditions and on the routes detailed in this Notice.

#### 4.1.6 Documentation

4.1.6.1 When operating under this Notice, you must:

4.1.6.1.1 carry at all times a legible, current and complete copy of:

- i. this Notice; and
- ii. all current approved 'Route Network for Higher Mass Limits (HML) Vehicles' route network map(s) specific to the entire route being travelled/operated on during the particular journey being undertaken, including more specific detailed maps of routes and townships where available; and
- iii. if not operating under the IAP, a completed Route Compliance certificate.

4.1.6.1.2 Produce any or all of the documents indicated in 4.1.6.1.1 above when requested by a DTEI Authorised Officer appointed under the *Road Traffic Act 1961* or a Police Officer

4.2 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 Act, shall not apply.

## 5 DEFINITIONS

5.1 For the purpose of this Notice the following definitions shall apply:

- 5.1.1 'Approved Intelligent Transport System' means an intelligent transport system approved for the purposes of the IAP by Transport Certification Australia Limited (TCA).
- 5.1.2 'Authorised Officer' means a DTEI Authorised Officer appointed under the *Road Traffic Act 1961*.
- 5.1.3 'DTEI' means the South Australian Department for Transport, Energy and Infrastructure.
- 5.1.4 'Intelligent Access Program' (IAP) means a program to allow heavy vehicles to have access, or improved access, to the road network in return for monitoring, by an approved intelligent transport system of their compliance with specified access conditions.
- 5.1.5 'Mass Management Accreditation Scheme' means a scheme that is recognised by DTEI as meeting the requirement of the mass management module (including audit requirements) of the National Heavy Vehicle Accreditation Scheme (NHVAS).
- 5.1.6 'National Heavy Vehicle Accreditation Scheme' (NHVAS) means the comprehensive accreditation package developed by the then National Road Transport Commission (now known as National Transport Commission (NTC)) and approved by the Australian Transport Council on 14 November 1997.
- 5.1.7 'Road Friendly Suspension' means a suspension system certified as complying with the performance criteria detailed in the Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government (DITRDLG) *Vehicle Standards Bulletin 11 – Certification of Road Friendly Suspension Systems, July 2004*.

- 5.1.8 'Route Compliance Certificate' means the DTEI *Higher Mass Limit Route Compliance Certificate* as available on the DTEI website.
- 5.1.9 'Valid National Heavy Vehicle Accreditation Scheme (Mass Module) label' means a label:
- 5.1.9.1 issued to a scheme member (whose accreditation status has not been suspended or cancelled); and
  - 5.1.9.2 that is legible and displayed on the nominated vehicle (owned or captured by the operator) for which the label was originally issued by the accrediting authority.

## **6 COMMENCEMENT OF THIS NOTICE**

6.1 This Notice is valid from 12:01am on 30 July 2010

## **7 AUTHORISATION**

BRIAN E HEMMING  
Director, Transport Safety Regulation  
For and on behalf of the  
Executive Director, Safety & Regulation Division  
Department for Transport, Energy & Infrastructure