

Land Transport Rule Vehicle Dimensions and Mass

**Preface to Consolidated Rule
with amendments incorporated
as at
1 April 2011**

Note. The consolidation of the Rule and its amendments is intended to provide up-to-date details of the current requirements. It is not the official version of the Rule.

Preface

The consolidated Rule brings together the requirements relating to the dimensions and mass of heavy motor vehicles in the principal Rule and its amendments. These Rules were produced, under an agreement with the Secretary for Transport, by the NZ Transport Agency (NZTA) or its predecessor land transport Crown entities. They were signed into law by the Minister of Transport or his or her delegate under the *Land Transport Act 1998*.

The principal Rule

Land Transport Rule: Vehicle Dimensions and Mass 2002 (the Rule), which came into force on 1 July 2002 (except for those provisions with different dates specified in the Rule), specifies requirements for dimension and mass limits for vehicles operating on New Zealand roads. The Rule set in place a regulatory regime so that vehicles, in particular, heavy truck and trailer combinations, are operated safely.

Amendment 1

Following public consultation, the Rule was amended with effect from 15 September 2005 to made changes relating to the definitions of heavy vehicle axles; to clarify the applicable mass limits for axle sets; to ensure that there are clear, consistent and safe requirements covering the towing of motor vehicles that are not trailers; and to clarify the rights of licensed operators of heavy vehicle recovery service vehicles to remove disabled and damaged vehicles from the roadway.

Amendment 2

Following consultation, the Rule was further amended with effect from 29 June 2007. The amendment Rule clarifies requirements relating to travel time restrictions, the displaying of warning devices, limitations on the use of special overdimension vehicle in carrying a divisible load, and a number of other provisions, in some cases, following representations from industry. The amendment Rule also incorporates in the Rule an existing exemption from displaying specific warning devices on mobile crane booms and makes some other minor amendments and corrections.

Amendment 3

Following public consultation, the Rule was amended with effect from 17 January 2008 to allow the wheels of rigid vehicles to extend 25 mm beyond the maximum width. The amendment Rule allows one steering axle in a quad-axle set on a heavy motor vehicle to be locked in the straight-ahead position if the speed of the vehicle is 30 km or more an hour. It also changes the terminology and size used in describing the dimensions of concrete pipes transported as overdimension loads, corrects an error in *Table 6.1* in relation to the size limits of category 3(a) vehicles, and amends the definition of ‘twin-steer axle set’.

Amendment 4

The Rule was amended with effect from 7 May 2009:

- to allow Class TC caravan trailers that are semi-trailers with a gross vehicle mass of 10 tonnes or less to have a rear overhang up to 65% or 4 m, whichever is less; and
- to define ‘caravan trailer’.

Amendment 5

The Rule was amended with effect from 1 April 2010 to improve the productivity of the heavy vehicle fleet so that freight can be moved as efficiently as possible and, where possible, enable a given amount of freight to be carried on fewer vehicles, without reducing the safety of road users.

The amendment Rule also includes a number of other changes that address issues raised by the transport industry or local authorities. The amendment Rule:

- extends the overall length allowed for certain types of ‘rigid bus’ to reflect the dimensions currently permitted for some buses under exemptions;
- allows buses to be fitted with bicycle racks, which may project beyond the allowed overall length or dimension of the vehicle; and
- removes a requirement for verification of certain overdimension farm vehicles that may be excluded from travel time restrictions in the Rule if they are able to travel without projecting outside of the lane they are using.

Amendment 6

Following consultation on amendment proposals in draft *Land Transport Rule: Omnibus Amendment 2010* the Rule was amended with effect from 1 April 2011 to:

- assist logging truck operators in determining that the height of the load on their vehicle complies with the static rollover threshold requirements for ensuring the stability of vehicles operating on New Zealand roads;
- support the changes made in the 2010 amendment Rule to allow rigid buses with an overall length of greater than 12.6 metres and up to 13.5 metres by increasing the allowable maximum dimensions for rear overhang of these buses;
- update the reference to a standard so that it refers to the current version of the standard;
- remove the requirement for revolving beacons to be fitted at night to an overdimension load that is 2.7 metres or less in width on a standard motor vehicle, which will enhance their effectiveness as a road safety measure for all larger motor vehicles that are still required to fit them;
- address an issue of concern for the road transport industry, while maintaining road safety, by removing the requirement for additional lights to be fitted at the front and rear of an overdimension load that is 2.7 metres or less in width on a standard motor vehicle;
- remove the travel time restrictions that apply to overdimension vehicles, or vehicles with overdimension loads, that are required by certain authorities to undertake essential tasks in emergency circumstances;
- update the overdimension motor vehicle specific route restrictions to take into account the building of new and upgraded motorways and changes to traffic control organisations.