

# 50 MAX

## Frequently asked questions

### **Q. What is 50MAX?**

50MAX is a new generation of truck that allows for safe and more efficient transport of freight goods. 50MAX trucks are slightly longer than standard 44 tonne vehicles, have an additional axle (9 in total) and can have a total weight of up to 50 tonnes.

### **Q. Are 50MAX trucks replacing the standard 44 tonne trucks?**

No. 50MAX is an option for industry to use if they choose. It gives operators another option to carry increased payloads on parts of the network that, while economically important to New Zealand, are unable to carry High Productivity Motor Vehicles (HPMVs).

### **Q. Will I need a permit to operate a 50MAX truck?**

Yes. The Transport Agency is accepting area-wide 50MAX permit applications for State Highways nationwide and most local roads.

### **Q. How long will it take before my permit is issued?**

It may take up to five days to deliver a 50 MAX if all the right information is supplied. However, we endeavour to issue 50MAX permits within 48 hours of a complete and accurate application being received.

### **Q. What gross mass is available under a 50MAX permit?**

This depends on the axle spacing – please see table below.

Axle Spacing	Class 1	50MAX	50MAX Final
		GCW = 1.6L + 18	
16.0 but less than 16.8	44	44	44
16.8 but less than 17.4		44.9	45
17.4 but less than 18.0		45.8	46
18.0 but less than 18.6		46.8	47
18.6 but less than 19.4		47.8	48
19.4 but less than 20.0		49.0	49
20.0 or more		50.0	50

The shaded columns are the ones to use for the Class 1 table extension for 50MAX

### Q. If I operate a vehicle under a 50MAX permit what are my obligations for the payment of Road User Charges?

You need to obtain the appropriate RUC “H” type licence for the prime mover of the combination. You will also need RUC licences for the unpowered towed vehicles, the trailers.

### Q. What is an “H” type RUC licence?

H RUC is a special type of RUC licence available for vehicles that are permitted to operate at a higher mass limit as a high productivity motor vehicle (including 50MAX).

Common “H” RUC type vehicles are:

Description		
<b>H30</b>	Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 929 RUC vehicle and a type 33 RUC vehicle with a permit weight of not more than 50 000 kg	B train. Four axle prime mover towing two three axle trailers
<b>H33</b>	Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 939 RUC vehicle and a type 29 RUC vehicle with a permit weight of not more than 50 000 kg	B train. Four axle prime mover towing one three axle trailer and one two axle trailer
<b>H73</b>	Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 43 RUC vehicle with a permit weight of not more than 50 000 kg	Three axle prime mover towing a four axle trailer

<b>H91</b>	Towing vehicle that is part of an overweight combination vehicle consisting of a type 19 RUC vehicle towing a type 43 RUC vehicle and with a permit weight of not more than 50 000 kg	Five or more axle truck towing a four axle semi-trailer
<b>H94</b>	Towing vehicle that is part of an overweight combination vehicle consisting of a type 14 RUC vehicle towing a type 951 RUC vehicle with a permit weight of not more than 50 000 kg	Four axle truck towing a trailer with five or more axles
<b>H97</b>	Towing vehicle that is part of an overweight combination vehicle consisting of a type 6 RUC vehicle towing a type 33 RUC vehicle and a type 939 RUC vehicle with a permit weight of not more than 50 000 kg	B train. Three axle prime mover towing a two three axle trailers

Note: “H” above refers to the **prime mover** only. Trailers must continue to have valid distance licences.

### **Q. How do I know the RUC type for the combination I operate?**

RUC types are described in the NZTA booklet Road User Charges. All 50MAX vehicle types are shown in the above table.

<http://www.nzta.govt.nz/resources/road-user-charges/docs/road-user-charges.pdf>

### **Q. Can I be penalised for not having the correct type of RUC licence for a vehicle?**

You must display the correct RUC label for the vehicle however recent changes to the RUC Act allow a defence for displaying an incorrect RUC label provided the RUC paid per kilometre is the same or more than what should have been paid. If the amount paid is a lesser amount you may be assessed for unpaid road user charges.

### **Q. How can I calculate the RUC I have to pay?**

There is an on-line calculator which you can use. This gives you the opportunity to test various combinations of weights whilst ensuring you are compliant with the law. The on-line calculator is available at <http://www.transport.govt.nz/ourwork/land/roadusercharges/ruccalculator/>

For additional information on RUC, please visit our [RUC webpages](#)

### **Q. Can I take my 50MAX truck anywhere with my area-wide permit?**

No. 50MAX permits will include a list of restricted areas. Please view our [online map](#) for details on where you can and can't travel. This map is updated regularly, so 50MAX operators should always revisit the map before planning their route.

## Q. What about local roads in parts of the country that are not cleared on the map?

50MAX operators will need to apply for higher mass HPMV route permits from local authorities. The local authorities that are not yet signed up for 50MAX can be found in the North Island / South Island 50MAX [book of maps](#) in the tables at the front of each document.

## Q. What are a 50MAX operator's obligations in relation to truck safety?

50MAX can improve road safety because of the reduction in truck trips to move the same amount of freight - fewer trucks on the road will mean a reduction in the crash risk. 50MAX trucks must meet the same high safety standards as other High Productivity Motor Vehicles, including increased resistance to roll over and the inclusion of electronic braking systems. A number of operators are investing in speed limiting, GPS monitoring, weight load cells, Electronic Stability Control, electronic road-user charges and other safety measures. The Transport Agency recommends that all road transport operators consider the use of such available technology.

## Q. What do I need to apply?

There are specific requirements to apply for a 50MAX permit. You will need to:

1. Have a 50MAX combination Attribute Check sheet completed by an approved certifier to confirm you have quality-assured 50MAX Proforma vehicle
2. Complete a 50MAX Proforma diagram
3. Complete the 50MAX web application

## Q. What parts of the State Highway are included?

All of the State Highways have been assessed for 50MAX, and a number of "do not cross bridges" have been identified. The full list can be found in the tables at the front of the North Island and South Island book of maps. The NZ Transport Agency is also delivering on a bridge strengthening plan and a number of key bridges are already being strengthened, or identified for strengthening to better support 50MAX and other HPMV. When these bridges become available the maps will be updated.

## Q. How do I know if there are changes to the network?

Check the maps on the website *at least monthly* to pick up the calendar month update cycle. Urgent changes will be flagged on the road itself (eg during a flood or other event). The agency also sends out a monthly 50MAX newsletter outlining the major changes occurring each month. If you are a 50MAX permit holder and not receiving this please contact [info50MAX@nzta.govt.nz](mailto:info50MAX@nzta.govt.nz) or call us on 0800 699 000.

## **Q. Why do we need more different attribute sheets for the same vehicles?**

One of the major causes of errors in HPMV applications was with the existing vehicle attribute check sheets. 50MAX has allowed new processes to be designed with the focus on quick turnaround and simple processing.

To simplify and speed up processing and provide clarity on vehicle performance the 50MAX combination check sheet was developed. The certifier (who is qualified to do this work) states the combination is suitable for 50MAX and confirms the correct Gross Mass for 50MAX use. This form can also be used for Over Length applications.

Costs can be reduced for new vehicles by requesting your certifier to provide all the documentation at once (both individual and combination sheets that are appropriate).

## **Q. Why are there different permits for the North and South Islands?**

As freight journeys across the islands are logically split by the need to cross Cook Strait, it was decided to split the permits to better manage the size of maps and exception lists of bridges and structures, as well as providing the agency with better visibility of how 50MAX is being utilised.

## **Q. What if part of the network is closed due to weather or another reason?**

It is the responsibility of the operator / truck driver to obey all local and State Highway restrictions in the normal way. The 50MAX permit is always secondary to any acute changes to route availability. You should check the local sources of journey information as well as for state Highways, eg 08004HIGHWAYS and other web site and communication channels.

## **Q. What if I find restrictions on specific structures are really affecting my business?**

If there are critical bottlenecks in the 50MAX network we need to know where they are and the demand for them. Please let us know using the [info50MAX@nzta.govt.nz](mailto:info50MAX@nzta.govt.nz) email address.

## **Q. How can I find out more about 50MAX?**

There is more information about 50MAX on this page, or you can email [info50MAX@nzta.govt.nz](mailto:info50MAX@nzta.govt.nz) or call us on 0800 699 000