

Land Transport Rule: Vehicle Dimensions and Mass 2016

What's new

Section	Action	Effect
Overview to the Rule: new: Continues emphasis on balance between safety, productivity and use of the network (previously placed in Section 1.5 of the 2002 Rule). Also notes that the Rule does not displace other legislation, such as duties to operate vehicles safely and drive with due care.		
PART 1 RULE REQUIREMENTS		
Section 1 Application		
1.2 Commencement and Revocation.	New	Commencement date shown as 1 November; VDAM 2002 is revoked when this Rule comes into effect
1.3 Application of the rule	Updated	Note that cycles are only captured for load dimensions. Continues convention that Vehicle Standards Compliance Rule prevails in any conflict with this Rule.
1.4 Transitional provisions	Replace	Adds explicit statement about existing vehicles continuing in service; permits issued under VDAM 2002 continue to have effect.
Section 2 Vehicle requirements		
2.1 Operation of a vehicle	Revise	Very similar to existing duties
2.2 Dimension Requirements		
General requirements for dimension limits	Updated AND split off from mass	Mass requirement now in Section 3. Dimension now shown as Table 1 in Schedule 1.
Ground clearance	New	More flexible approach to variable height technology.
Hazard panels	Updated	Requirement to be frangible only applies to parts of the panel that extend beyond the body of the vehicle.
Exception to width	New	Adds allowance for proximity warning (blind spot) devices, and aerodynamic tabs fitted to side of vehicle.
2.3 Vehicle Configuration		
No substantive change		
2.4 Towing requirements		
No substantive change		
2.5 Stability performance requirements: Static Roll Threshold		
Compliance	Updated	Reference to compliance from first CoF removed; this was originally meant to be transitional in 2002.
Methods for determining SRT	Stays	No change – but note question in Overview about where methodology is placed

Note: this table highlights where new provisions have been added, or a component of the current 2002 Rule has been removed. It does not include references to drafting changes that have no substantive effect on operators or other persons.

Section 3 Mass limits

Concept – general access versus permits	Added	New note inserted which highlights difference between general access and permit mass limits
3.1 Gross mass limits		
Calculating gross mass	New	New “signpost” clause points to gross mass being set by reference to Tables or permit (as applicable). This is constrained by various limits to gross mass (e.g. GVM).
Temporary constraints on 45, 46 tonnes	New	Links to Table 3B, sets 1 year where these limits allowed only on HPMV routes. Reverts to general access from 1 November 2017.
Limits set by configuration	Updated	Bits of current 4.3 (e.g. the 39 tonnes boundary). Effects are the same as under the 2002 Rule.
3.2 axle mass limits		
Axle requirements for heavy motor vehicles	Updated	Same effect as 2002 Rule, but expressed differently; constraints are added.

Section 4 Permits for overweight heavy motor vehicles.

	New	Note inserted that distinguishes general access from permits being required to operate a higher mass.
4.1 Motor vehicle requires permit to exceed mass limits		
Categories	New introduction	Permits must be one of 3 categories
4.2 RCAs may issue permits		
Criteria	Updated	Common considerations now stated once, not repeated for each permit category
Criteria	New	RCA may consider traffic history, including past breaches of permits
	New	Permit may not be issued which exceeds design limits (e.g. GVM)
Roads controlled by other RCA	Updated	Re-state order of events so delegation happens first, permit issue follows
4.3 Validity of a permit		
Validity	Updated	Reference to vehicle type added. Aligned to development of bulk permit options.
4.4 A permit may be revoked		
Cause	Simplified	Now sets two causes: breach of permit or potential (extraordinary) damage to the road. Agency can still cancel on safety grounds.
Notice	Updated	Requirement to advise in writing replaced by simple duty to advise operator of revocation.
4.6 permits for ... indivisible loads		
Scope	Updated	Clarifies that some specialised vehicles can obtain these permits
indivisible loads	New	Set of indicative indivisible loads added. Brought in from Permit manual.
Vehicles with non-standard tyres and axles	New	RCA can consider VAI (vehicle axle index) and relationship to tyre profile
Conditions	Updated	Reference to bridge crossing requirements added – links to existing BESS (Bridge Engineering Self Supervision) scheme.
4.7 Permits for high-productivity motor vehicles		
Length variation	Revised	Now clearer that approval for over length (and other) variations precede application for and grant of an HPMV permit
Issue of permit	Updated	Remove reference to 39 tonnes; quad axle set added into B-train options

Dimension variation	Updated	New term – variation from dimension limits (distinguishes this process from issue of an HPMV permit)
4.8 Permits for specialist vehicles		
Specialist vehicles	New	Allows for rubbish compactor trucks, etc. Only the vehicle types listed may apply for increased axle mass. Extends previous bus option and links to axle limits in Schedule 1 Table 4.6.
Removed: weighing tolerances		
Weighing tolerances	Removed	Previously permit tolerances were in the 2002 Rule and non-permit vehicles had tolerances stated in the Offences and Penalties Regulations. These will now be aligned with previous permit tolerances and will be expressed in the O&P Regulations (only).
Section 5 Overdimension motor vehicles and ... loads		
5.1 Scope and responsibilities		
Category	New	Inserts explanation of what a category is – mainly intended to simply cross-references within this section
Note on scope	New	Explains general principles (time constraints, permits for larger vehicles)
Responsibilities for over-dimension travel	New	Operators have responsibility for planning; explicit duty to identify where route requires additional mitigation. Points to detailed pilot provisions.
5.2 Overdimension permits		
requirement	Updated	Effect is equivalent, but descriptions of categories are simpler (e.g. the description of vehicles that exceed Category 4).
Emergency movement	New	Enforcement officer (generally NZ Police) may authorise movement without permit, impose conditions.
Category 4 plus	Updated	Revises previous “engineering assessment” requirement – operator must state that route has been checked and what measures if any are needed for the safe transport of the load.
Considerations	New	Similar to existing overweight permit process. Adds reference to previous permit offending by applicant.
Constraints	Updated	Existing note that local RCA can object is retained; adds note about not exceeding design limits of vehicle.
Invalid permits	New	Very similar to the overweight description. Sets out when permit has no effect (e.g. operator is not the person named on the permit form)
Critical conditions	New	Adds two conditions that would attract a higher fine: exceed dimensions or fail to provide piloting. NOTE: these are tentative suggestions.
Revocation	Updated	Ground for revocation continues to be safety; notice does not have to be in writing
5.3 Requirements for all overdimension vehicles		
Signs and structures	Updated	Reference is to “operator” as being responsible
Prohibition	Updated	Clarifies when enforcement Officer may stop movement of OD vehicle or impose special conditions
Travel time exceptions	New	Insert reference to Ground spreaders with or without standard width trailers; note that general condition (stay in lane) still applies
Overdimension loads	New	Disassembled crane components allowed if under 3.1m width
Overdimension loads	Updated	Several references to 4.27m height replaced by 4.3m.
Rail level crossing	Updated	Reference to access provider aligns to current rail legislation

5.4 Hazard warning equipment for OD vehicles		
Hazard warning flags	Updated	Removes reference to category 4
Hazard warning panels	Updated	Panels only need to be frangible (easily broken) if they project beyond the vehicle
Panels for tractors	New	Tractors less than 3.1m in width can either use beacons or fit hazard panels (prime risk is slow speed of vehicle).
5.5 Travel restrictions for OD vehicles		
Travel times	Updated	Note that if Anzac Day falls on a Saturday, it triggers travel restrictions
5.6 Piloting requirements		
Piloting of OD vehicles	Updated with some new aspects	New concept – must be “lead pilot” if more than one provided/ required. New: statement of the responsibility to ensure the safety of the load and other road users.
Requirements	Updated	Reference to adequate warning and information
5.7 Pilot Vehicles		
General	Updated	Removed – reference to the wheel size for class 1 pilot vehicles
Front pilot vehicles	Updated	Allowance made for other information to be displayed if authorised by Agency (e.g. description of load) Same idea repeated for rear pilot vehicles.
Pilot signs	Updated	Allow for authorised messaging (consistent with above)
Section 6. Responsibilities		
Operators	Updated	Extends split between critical and other conditions to OD travel. Refers to operators and pilots separately.
Modifiers	Updated	Must provide accurate description of vehicle’s design limits
Functions of the Agency	Replaced	Exemption reference removed. Agency is now tasked with publishing supporting material/ information. Previous duplication of RCA duties removed (Agency has been an RCA since 2008).

Section	Action	Notes
Part 2 Definitions		
	Amend	Access provider (rail participant); HPMV; Single standard-tyre axle; Vehicle Axle Index
	Insert	Overweight motor vehicle; swept path, single mega tyred axle, specialist overdimension vehicle; rubbish truck.
	Deleted	Road works zone
	Note	GVM in need of an update. Vehicle Classes in table at end are retained – but increasingly out of date.

Part 3 Schedules

Schedule 1 Tables

TABLE 1. <i>Dimension requirements</i>	Updated AND change label	Renamed and moved out of the body of the Rule. Labelling of Tables simplified to assist readers Key Updates: general access standard width (2.55m) and height (4.3m).
TABLE 2. <i>Maximum axle masses: General Access</i>	Updated/ partial replacement	Previous complex table now split into four components. Minor changes (rationalisation) for some axle types; add new “mega” tyre size to table
TABLE 3. <i>Maximum total mass: General Access</i>	Updated/ partial replacement	Changes at top end of scale (45, 46 tonnes) with reference to length, number of axles; note temporary constraint on routes for these vehicles: see 3.1(10)
TABLE 4 <i>Maximum axle masses: permit Subdivisions: Part A HPMV Part B specialist vehicles</i>	Updated; previous Part C extended	Minor adjustments for HPMV New limits for specialist vehicles – wider than buses alone.
TABLE 5 <i>Maximum gross mass: permit</i>		Minor changes only.

Schedule 2 Permit forms

Form of a permit to exceed mass limits	Minor Updates	Still only one form – Overweight. No form for overdimension added. Minor changes to allow for future bulk permitting options.
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Schedule 3 Overdimension requirements

3.1 <i>Requirements by Category</i>	Updated	Placement and labelling clarified; some rationalisation of intermediate categories
3.2 <i>Swept Path – Figure 1</i>	Shifted	Very confusing label? Has to allow for vehicles that exceed category 4 dimensions
3.3 <i>over height requirements</i>	Updated	Minor changes only.

Schedule 4 Signs

	Minor changes only	VMS used by pilot vehicles also referred to in the Rule
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Schedule 5. Travel Restrictions

5.1 <i>Travel Times</i>	Shifted	No significant change
5.2 <i>Zones for restricted travel</i>	Updated	Several boundary changes; also inserts comment that references are to highway travel in most instances (<i>outside city limits, which are referenced in 5.5</i>)
Schedule 7 <i>Specific route restrictions</i>	Updated	Changes to Auckland Motorway statement; general limits for toll routes added, plus reference to South Island mountain routes in adverse weather.

Schedule 6. Methodologies

6.1 <i>Calculation of SRT</i>	Move	No change other than labelling. Old Schedule 1
6.2 <i>Swept path - maximum-sized standard vehicle</i>	Move	Old Schedule 8
6.3 <i>Swept path Category 1 overdimension vehicle</i>	Move	Old Schedule 9.