

DISALLOWABLE INSTRUMENT



WELLINGTON, NEW ZEALAND

PURSUANT to *sections 152, 153(b) and (c), 155(a), 157(a), 159, and 160(4)* of the Land Transport Act 1998, and after having had regard to the criteria specified in *section 164(2)* of that Act

I, Craig Foss, Associate Minister of Transport,

make the following ordinary Rule:

Land Transport Rule: Vehicle Dimensions and Mass 2016

SIGNED AT Wellington

This 17th day of November 2016

Hon Craig Foss

Associate Minister of Transport

Land Transport Rule

Vehicle Dimensions and Mass 2016

Rule 41001/2016

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Land Transport Rule

Vehicle Dimensions and Mass 2016

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Objective of the Rule

Land Transport Rule: Vehicle Dimensions and Mass 2016 (the Rule) specifies requirements for dimension and mass limits for vehicles operating on New Zealand roads. It also includes some provisions that relate to the performance and operation of motor vehicles.

This Rule revokes and replaces *Land Transport Rule: Vehicle Dimensions and Mass 2002* (the 2002 Rule). It applies to all motor vehicles and cycles.

The Rule is designed to create a reasonable balance between the efficient operation of the heavy motor vehicle fleet, within the constraints imposed by the road network, and ensuring that heavy motor vehicles are operated safely. It does this by creating limits to the permitted configurations, dimensions and mass of vehicles, with particular emphasis on large combination vehicles.

The Rule clarifies and rationalises the existing requirements for vehicle dimension and mass limits. It also includes some limited increases in axle and gross mass limits from the limits in the 2002 Rule.

The Rule continues the distinction between dimension and mass limits for general access and the allowance to operate a vehicle with higher mass or with larger dimensions if a permit is obtained.

The Rule does not prescribe every situation; every driver and operator has a responsibility to exercise good judgement. This is consistent with the general responsibilities stated in sections 6, 7, 8 and 9 of the *Land Transport Act 1998* (which relate to vehicle safety, driver responsibility, and the need to secure loads).

The issue of a permit under this Rule does not displace those general responsibilities. The Rule also does not displace a restriction imposed by other legislation. For example, general access limits do not allow a heavy vehicle to cross a bridge with a posted limit (fixed by a road controlling authority) that is lower than the vehicle's actual gross mass.

Extent of consultation

Consultation on the Rule began with the release of a discussion document on 9 December 2015 outlining proposals for change to the 2002 Rule. Following this consultation, which closed on 17 February 2016, a proposed draft of the Rule (yellow draft) was prepared and released along with explanatory material on 8 July 2016. The NZ Transport Agency sent notice of the yellow draft by letter or email to approximately 1560 groups and individuals who had registered an interest in the Vehicle Dimensions and Mass Rule.

One further proposal to amend the maximum width of two wheeled vehicles was consulted on separately as part of *Land Transport Rule: Omnibus Amendment 2016*. The NZ Transport Agency released a draft Omnibus Amendment Rule (yellow draft) for this proposal, along with 34 other proposals for minor or

technical amendments to various Land Transport Rules, on 15 July 2016. Notice of the Rule proposals were sent by letter or email to approximately 3170 groups and individuals who had registered an interest in the Rules to be amended.

The yellow drafts of both Rules were made available through the NZ Transport Agency's Contact Centre and, together with Questions and Answers, were also available on the NZ Transport Agency's website. The availability of the yellow drafts for comment was publicised in the daily newspapers in Auckland, Hamilton, Wellington, Christchurch and Dunedin and in the *New Zealand Gazette*.

The NZ Transport Agency received 65 submissions on the yellow draft of the Rule and 35 submissions on the yellow draft of the Omnibus Amendment Rule, of which 17 commented on the proposal to amend the maximum width of two wheeled vehicles. The submissions received were taken into account in finalising the draft Rule. The proposed Rule was then submitted to the Associate Minister of Transport for signing.

Part 1

Requirements of Rule

Section 1 Title, commencement, and application

1.1 Title

This Rule is *Land Transport Rule: Vehicle Dimensions and Mass 2016*.

1.2 Commencement and revocation

1.2(1) This Rule comes into force on 1 February 2017.

1.2(2) *Land Transport Rule: Vehicle Dimensions and Mass 2002* is revoked.

1.3 Application of the Rule

1.3(1) This Rule applies to—

- (a) all motor vehicles; and
- (b) vehicles of Classes AA and AB in *Part 2, Table A*.

1.3(2) Except as otherwise provided in this Rule, reference to the dimensions and mass of a vehicle is a reference to that vehicle including any load, load restraints, fittings, attachments, equipment, and accessories.

1.3(3) If there is a conflict between a provision of this Rule and the corresponding provision of a document incorporated by reference in the Rule, the provision of this Rule applies.

1.3(4) If there is a conflict between a provision of this Rule and a provision of *Land Transport Rule: Vehicle Standards Compliance 2002*, the provision of *Land Transport Rule: Vehicle Standards Compliance 2002* applies.

1.3(5) In *Part 1* of *Schedule 3*—

- (a) *Table 1.1A* applies on and after 1 February 2017 until 30 November 2018; and
- (b) *Table 1.1B* applies on and after 1 December 2018.

1.4 Transitional and savings provisions

The transitional and savings provisions set out in *Schedule 1* have effect according to their terms.

Note: In this Rule, dimensions of less than one metre are expressed in millimetres (mm). Dimensions of one metre or more are expressed in metres (m).

Section 2 Responsibilities

2.1 Responsibilities of operators

- 2.1(1) A person who operates a vehicle must ensure that the vehicle complies with this Rule.
- 2.1(2) A person who operates a motor vehicle under an overweight permit, a high-productivity motor vehicle permit, or a specialist vehicle permit, that is issued under *section 5* must comply with—
- (a) the critical conditions in 5.5(1); and
 - (b) all of the other conditions specified on that permit.
- 2.1(3) A person who operates an overdimension motor vehicle must comply with the applicable operating requirements in *section 6*.
- 2.1(4) A person must, if required by *section 6*, obtain a permit prior to operating an overdimension motor vehicle.
- 2.1(5) A person who operates an overdimension motor vehicle under a permit issued under *section 6* must comply with—
- (a) the critical conditions in 6.53; and
 - (b) all of the other conditions specified on that permit.

2.2 Responsibilities of modifiers

A person who modifies a motor vehicle must—

- (a) ensure that the modification does not prevent the vehicle from complying with this Rule; and
- (b) ensure that the details provided to the Registrar of Motor Vehicles include an accurate description of the vehicle's design limits following modification; and
- (c) notify the operator if the vehicle must be inspected, and, if necessary, certified, because there is reason to believe it is—
 - (i) a light motor vehicle that has been modified to become a low volume vehicle; or
 - (ii) a heavy motor vehicle that has been modified to affect its safety performance, capacity, or compliance with this Rule.

2.3 Responsibilities of vehicle inspectors and inspecting organisations

A vehicle inspector or inspecting organisation must not certify a motor vehicle under *Land Transport Rule: Vehicle Standards Compliance 2002* if they have reason to believe that the vehicle does not comply with *section 3* or *6* of this Rule.

2.4 Responsibilities of manufacturers

A person who manufactures a motor vehicle, or installs fittings or attachments to that vehicle, must ensure that the relevant requirements of this Rule are complied with.

Note: A breach of a responsibility in this section is an offence, as provided in the *Land Transport (Offences and Penalties) Regulations 1999*, and is subject to a penalty as specified in those regulations.

Section 3 Vehicle requirements

3.1 Operation of a vehicle

- 3.1(1) A vehicle and its load must comply with the dimension and performance requirements in this Rule.
- 3.1(2) A vehicle must be manoeuvrable, fit safely on a road, and interact safely with road users for the route on which it operates.
- 3.1(3) The distribution of the gross mass of a motor vehicle over its axles, and the position of the centre of gravity of the vehicle, must ensure that the dynamic handling characteristics of the vehicle remain safe in terms of stability and steering manoeuvres for the design speed of the road on which the vehicle operates.
- 3.1(4) A vehicle including an overdimension motor vehicle of excess height that complies with the operating conditions in *Part 3* of *Schedule 6*, must not be operated on a road if it or its load is likely to damage any wires, cables or construction lawfully on, over or alongside that road.

3.2 Dimension requirements

- 3.2(1) Except as otherwise provided in this section and in *Schedule 1*, a vehicle must comply with the applicable dimension requirements in *Schedule 2*, and with other applicable requirements in this section.
- 3.2(2) An overdimension motor vehicle that does not comply with a dimension requirement in *Schedule 2* must comply with the

requirements applicable to its overdimension category and its height *in section 6*, and:

- (a) if the width limit in *Schedule 2* is exceeded, the inter-vehicle spacing requirement in *3.14(1)* does not apply;
- (b) if the length limit in *Schedule 2* is exceeded, the rear trailing unit distance requirement in *Schedule 2* may also be exceeded;
- (c) if the width, forward-distance or length limit in *Schedule 2* is exceeded, the outside turning circle for a 360-degree turn requirement in *Schedule 2* may also be exceeded.

3.2(3) A vehicle does not have to comply with the height and ground clearance requirements in *Schedule 2* if—

- (a) the vehicle is moving at slow speed; and
- (b) the vehicle's suspension is temporarily lowered or raised to enable the vehicle to clear an overhead or ground obstruction.

3.2(4) A heavy motor vehicle that does not comply with a dimension requirement in *Schedule 2* that is listed in *5.9(5)* may operate on a road—

- (a) without a permit, and without complying with *section 6*, if it is unladen and is not longer than 23 m overall length and is only operated temporarily for the purpose of moving between the manufacturer and the customer or between the manufacturer and a vehicle compliance certifier; or
- (b) in accordance with a high-productivity motor vehicle permit issued under *5.9(1)*, if the vehicle complies with a variation to a dimension requirement that is approved under *5.9(5)* and is specified on the permit.

3.3 **Flags, hazard warning panels, and lamps for projecting loads**

3.3(1) Other than during the hours of darkness, a vehicle transporting a projecting load that extends more than 1 m to the rear of, or more than 1 m forward from, or more than 200 mm out from the side of, the body of the vehicle must indicate the projection by displaying—

- (a) a clean white flag, or a red, orange or yellow fluorescent flag, which must be at least 400 mm long and at least 300 mm wide; or

- (b) a hazard warning panel that complies with 6.15(1).
- 3.3(2) During the hours of darkness, a vehicle transporting a projecting load that extends more than 1 m to the rear of, or more than 1 m forward from, or more than 200 mm out from the side of, the body of the vehicle may display the flags or hazard warning panels required in 3.3(1) and must be fitted with, and operated with, the following lamps:
 - (a) for a load exceeding 1 m in width extending from the rear of the vehicle, one red lamp fitted on each side of the load at the rear of the load:
 - (b) for a load that is 1 m in width or less extending from the rear of the vehicle, one red lamp fitted centrally at the rear of the load:
 - (c) for a load exceeding 1 m in width extending from the front of the vehicle, one white or amber lamp fitted on each side of the load at the front of the load:
 - (d) for a load that is 1 m in width or less extending from the front of the vehicle, one white or amber lamp fitted centrally at the front of the load:
 - (e) for a load that extends more than 200 mm beyond the side of the body of the vehicle—
 - (i) one red lamp fitted on each side of the load at the rear; and
 - (ii) one white or amber lamp fitted on each side of the load at the front.
- 3.3(3) A lamp in 3.3(2) must be clearly visible in clear weather at a distance of at least 200 m during the hours of darkness.
- 3.3(4) An overdimension motor vehicle that is required in 3.3(1) to display a flag or hazard warning panel to indicate a projecting load must instead of complying with 3.3(1) display hazard warning flags and panels as required by 6.14 to 6.17.
- 3.3(5) An overdimension motor vehicle that is required in 3.3(2) to be fitted with, and operate, lamps to indicate a projecting load must instead of complying with 3.3(2) comply with the lighting requirements in 6.19.
- 3.3(6) A motor vehicle or its load must not display a hazard warning flag unless—
 - (a) the vehicle is an overdimension motor vehicle and is required to display a flag in *Part 1* of *Schedule 6*; or

- (b) the vehicle is transporting a load that extends beyond the body of the vehicle.

3.3(7)

A motor vehicle must not display a hazard warning panel unless—

- (a) the vehicle or its load is overdimension and is required to display the panel in *Part 1 of Schedule 6*; or
- (b) the vehicle has a load that extends beyond the body of the vehicle.

3.4

Exceptions to width limits

3.4(1)

The following items are not included in determining whether a vehicle complies with the width requirements in *Schedule 2*:

- (a) side marker lamps and direction indicators:
- (b) collapsible mirrors that extend not more than—
 - (i) 240 mm beyond the side of a vehicle or its trailer; and
 - (ii) 1.49 m when measured from a vehicle's longitudinal centre-line:
- (c) central tyre inflation system hoses that extend not more than 75 mm beyond the outside of the tyre on the drive axles of a heavy motor vehicle:
- (d) a hubodometer that extends not more than 50 mm beyond one side of a vehicle from a non-lifting, non-steering axle whose outer casings are of a light colour, provided the hubodometer is fitted on the axle that causes the least overwidth:
- (e) cab exterior grabrails that extend not more than 1.325 m when measured from a vehicle's longitudinal centre-line:
- (f) the bulge towards the bottom of a tyre:
- (g) trolley bus poles and their safety cables, when extended to collect electric power from overhead conducting wires, provided there is a 2.5 m ground clearance outside the body of a bus:
- (h) cameras or close-proximity monitoring systems mounted on the side exterior of a vehicle that extends not more than 70 mm from the side wall of the vehicle:

- (i) devices for improving the aerodynamic performance of a vehicle that extend not more than 25 mm from either side of a vehicle.

3.5 Exceptions to length limits

- 3.5(1) A bicycle rack fitted to the front of a bus of Class MD3, MD4, or ME is not included in determining the overall length or forward-distance of the bus if the vehicle's low speed turning performance has been verified by a vehicle inspector or inspecting organisation as meeting the requirements specified in 3.5(2) and the vehicle including any load or equipment carried by or attached to the vehicle does not exceed the maximum dimensions specified by the vehicle inspector or inspecting organisation.
- 3.5(2) A vehicle's low speed turning performance, for the purpose of 3.5(1), must—
 - (a) be assessed using a method approved by the Agency and published on the Agency's website; and
 - (b) comply with the following low speed turning performance measures for a maximum-sized standard motor vehicle:
 - (i) swept width must not exceed 7.0 m;
 - (ii) frontal swing must not exceed 1.5 m;
 - (iii) steady state low speed swept width must not exceed 5.25 m.
- 3.5(3) In determining the overall length of a vehicle, up to 50 mm of any ferry securing point that extends beyond the body of the vehicle may be disregarded.
- 3.5(4) A collapsible mirror is not included in determining the overall length or forward-distance of a vehicle.

3.6 Exceptions to height limits

- 3.6(1) The load height of a towing vehicle and of a trailer that has an open load platform or that has a load platform or body that does not fully enclose the load (in a vertical orientation) may be restricted if necessary to ensure that the vehicle complies with the SRT requirements in 3.15 to 3.17.
- 3.6(2) Trolley bus poles, when extended to collect electric power from an overhead conducting wire, are not included in determining whether a vehicle complies with the height requirements in *Schedule 2*.

- 3.6(3) Ground clearance for a heavy motor vehicle does not include flexible mudflaps, wheels, tyres or devices designed to discharge static electricity.

Vehicle configuration requirements

3.7 General vehicle requirements

- 3.7(1) An articulated bus must be able to complete a 360-degree turn in either direction without any part of the vehicle, except for collapsible mirrors, encroaching within a concentric internal radius of 5.3 m.
- 3.7(2) In carrying out a 360-degree turn within a 25m diameter, as specified in *Schedule 2*, no part of a vehicle in a combination, other than its articulation mechanism, may come into contact with the other vehicle in the combination.
- 3.7(3) A towing vehicle and full trailer combination that complies with all of the dimension requirements in *Schedule 2* must be fitted with an adjustable or removable rear underrun protection device if—
- (a) the overall length of the combination is more than 21 m; and
 - (b) the height of any substantive overhang above the ground is greater than 550 mm.
- 3.7(4) A rear underrun protection device fitted to a vehicle in 3.7(3) must be certified by a vehicle inspector or inspecting organisation as meeting the technical requirements of *UN/ECE Regulation 58: Uniform provisions concerning the approval of: I. Rear underrun protective devices (RUPDs), II. Vehicles with regard to the installation of an RUPD of an approved type, III. Vehicles with regard to their rear underrun protection (RUP).*

3.8 Drawbars and drawbeams

- 3.8(1) Clauses 3.8(2) to 3.8(5) apply to a drawbar or a drawbeam between a towing vehicle and a full trailer.
- 3.8(2) A drawbar must have only one operating position and must not be retractable or extendable, except as described in 3.8(3) or 3.8(4).
- 3.8(3) A drawbar may be retractable if—
- (a) it is used only to facilitate the through loading or unloading of livestock or goods; and

- (b) the drawbar has only one set of holes for locking pins; and
 - (c) the holes are positioned so that the drawbar is fully extended when locked.
- 3.8(4) A drawbar on a trailer that is used to transport logs may have up to three fixed positions and one sliding position if the drawbar has—
 - (a) one sliding position for long logs; and
 - (b) one or two fixed positions for short logs; and
 - (c) a fixed position for storage of the drawbar when it is out of use while the trailer is being transported on a rigid vehicle or another trailer.
- 3.8(5) A drawbeam must not be sliding or adjustable.

3.9 Axle requirements for heavy motor vehicles

- 3.9(1) A heavy rigid motor vehicle must be supported by—
 - (a) one axle set towards the front of the vehicle, which must be either a single axle set or a twin-steer axle set; and
 - (b) one axle set towards the rear of the vehicle, which must be a single axle set, a tandem axle set or a tri-axle set.
- 3.9(2) A heavy motor vehicle must not have any rear steering axles except for the following:
 - (a) a forklift, the rear unit of an articulated bus, or a mobile crane may have one or more rear steering axles;
 - (b) a rigid vehicle without a heavy tow coupling may have one steering axle in the rear axle set;
 - (c) a semi-trailer that is not in an A-train combination or a B-train combination may have one steering axle in the rear axle set;
 - (d) a semi-trailer in an A-train combination or a B-train combination may have one steering axle in the rear axle set if specified in a high-productivity motor vehicle permit issued for that vehicle;
 - (e) a semi-trailer with a quad-axle set must have one steering axle that complies with 3.10(3);
 - (f) despite 3.9(2)(e), a semi-trailer with a quad-axle set that was first registered before 1 February 2017 may have two steering axles if the overall length of the towing vehicle and its trailer does not exceed 18 m.

- 3.9(3) A mobile crane must have at least one rear axle locked so that it is non-steering when the mobile crane is being operated on a road.
- 3.9(4) A rigid motor vehicle or semi-trailer fitted with rear steering axles must comply in all configurations with the rear overhang requirements and forward-distance requirements in *Schedule 2*.
- 3.9(5) The axle sets, except a twin-steer axle set, of a heavy motor vehicle must be load sharing.
- 3.9(6) If a tandem axle set has a single large-tyred axle with a load-share ratio of 60%:40% or 55%:45%, the manufacturer of the vehicle must securely affix to the vehicle an indelible plate, so that it is clearly visible to a person who is weighing the vehicle, that specifies the—
- (a) load-share ratio of the axle set; and
 - (b) tyre size on each axle; and
 - (c) maximum individual axle ratings.

3.10 Trailer requirements

- 3.10(1) An A-train must have—
- (a) two motor-driven axles in either a tandem axle set or a tri-axle set; or
 - (b) three motor-driven axles in a tri-axle set.
- 3.10(2) A semi-trailer must be supported by one axle set only, which must be set towards the rear of the vehicle and must be—
- (a) a single axle set; or
 - (b) a tandem axle set; or
 - (c) a tri-axle set; or
 - (d) other than on a semi-trailer in an A-train combination or a B-train combination, a quad-axle set; or
 - (e) on a semi-trailer in an A-train combination or a B-train combination, a quad-axle set if the vehicle has a high-productivity motor vehicle permit that specifies a quad-axle set.
- 3.10(3) A semi-trailer with a quad-axle set must have a single rear steering axle that—
- (a) is the rearmost axle; and

- (b) is capable of turning in both directions through an angle of at least 15 degrees.
- 3.10(4) A semi-trailer with a quad-axle set containing a steering axle must be certified for compliance with 3.10(3) by a vehicle inspector or inspecting organisation.
- 3.10(5) The axle set towards the front of a full trailer must—
 - (a) connect all wheels for that part of the trailer to the drawbar steering system; and
 - (b) be either a single axle set or a tandem axle set.
- 3.10(6) The axle set towards the rear of a full trailer must be—
 - (a) a single axle set; or
 - (b) a tandem axle set; or
 - (c) a tri-axle set (but only if the front axle set is a tandem axle set).
- 3.10(7) A simple trailer must be supported by—
 - (a) a single axle set; or
 - (b) a tandem axle set; or
 - (c) a tri-axle set.
- 3.10(8) A pole trailer with one axle set may only carry poles or long loads that are not part of the trailer, and must be supported by a single axle set, a tandem axle set, or a tri-axle set.
- 3.10(9) A pole trailer with two axle sets must have—
 - (a) an axle set towards the front of the trailer that—
 - (i) connects all wheels for that part of the trailer to the drawbar steering system; and
 - (ii) is either a single axle set or a tandem axle set; and
 - (b) an axle set towards the rear of the trailer that is—
 - (i) a single axle set; or
 - (ii) a tandem axle set; or
 - (iii) a tri-axle set (but only if the front axle set is a tandem axle set).

3.11 Retractable axles

A heavy motor vehicle, other than an A-train or a B-train, may have a retractable axle if—

- (a) the retractable axle is either—
 - (i) a drive axle; or
 - (ii) in a rear axle set; and
- (b) the retractable axle has an automated control that ensures the remaining axle or axles and axle set or axle sets in contact with the ground remain within the mass limits in *Schedule 3* and within all manufacturer's component ratings for all retracted axle configurations; and
- (c) the forward-distance requirements and rear overhang requirements in *Schedule 2* are complied with, whether the axle is in contact with the road or is in a retracted position; and
- (d) the retractable axle is certified for compliance with this clause by a vehicle inspector or inspecting organisation; and
- (e) the vehicle meets all applicable requirements in the *Road User Charges Act 2012*.

3.12 Certain overdimension vehicles do not have to comply with all axle requirements

- 3.12(1) Except as specified in 3.12(2), a specialist overdimension motor vehicle or a motor vehicle designed principally to transport an overdimension load or an overweight load or both, does not have to comply with the axle requirements in 3.9 to 3.11.
- 3.12(2) A specialist overdimension motor vehicle, or a motor vehicle designed principally to transport an overdimension load or an overweight load or both, must have axle sets that are load sharing, except—
 - (a) a twin-steer axle set; or
 - (b) a single axle set at the rear of the vehicle.

Towing requirements

3.13 Types of trailer

A trailer must be of one of the following types:

- (a) a simple trailer:
- (b) a semi-trailer:
- (c) a full trailer:
- (d) a pole trailer.

3.14 Tow spacing

- 3.14(1) The inter-vehicle spacing between a towing vehicle and a full trailer, when in a straight line, must not be less than the greater of 1 m or half the width of the foremost point of the trailer (including its load but excluding the drawbar and front dolly assembly).
- 3.14(2) A light motor vehicle must not tow more than one trailer except if—
- (a) the motor vehicle is a tractor; and
 - (b) only two light trailers are towed; and
 - (c) the tractor manufacturer's ratings are not exceeded.
- 3.14(3) A heavy motor vehicle must not tow more than one trailer, except if that vehicle is—
- (a) an A-train; or
 - (b) a B-train; or
 - (c) a rigid vehicle towing a converter dolly coupled to a semi-trailer; or
 - (d) a rigid vehicle towing two trailers whose total gross mass is less than 20,000 kg, provided the rearmost trailer is a light trailer; or
 - (e) a vehicle operating under *section 5* or *section 6*; or
 - (f) a heavy vehicle recovery service vehicle towing a disabled heavy vehicle and any attached trailers in accordance with *3.14(11)*.
- 3.14(4) A light motor vehicle must not tow a heavy trailer if the gross mass of the trailer exceeds—
- (a) 1.5 times the gross mass of the towing vehicle; or
 - (b) the maximum towed mass specified by the manufacturer.
- 3.14(5) A light passenger service vehicle must not tow a trailer that has a gross vehicle mass of 2,000 kg or more.
- 3.14(6) A heavy passenger service vehicle must not tow a trailer that has a gross vehicle mass exceeding 3,500 kg.
- 3.14(7) An articulated bus must not tow a trailer.
- 3.14(8) A heavy rigid vehicle must not tow more than one heavy rigid vehicle that is without power.

- 3.14(9) A heavy rigid vehicle must not tow both a trailer and a rigid vehicle without power unless—
- (a) the combination consists of a rigid vehicle towing a semi-trailer that is towing a rigid vehicle without power; or
 - (b) the total gross mass of the combination is less than 20,000 kg, and the rearmost vehicle is a light trailer or other light motor vehicle; or
 - (c) the towing vehicle is a heavy vehicle recovery service vehicle towing a disabled heavy vehicle and any attached trailers in accordance with 3.14(11).
- 3.14(10) A heavy rigid vehicle must not tow two rigid vehicles without power unless—
- (a) the total gross mass of the combination is less than 20,000 kg; and
 - (b) the rearmost vehicle is a light motor vehicle; and
 - (c) at least one towing connection between consecutive vehicles consists of a rigid bar or A-frame.
- 3.14(11) A heavy vehicle recovery service vehicle may tow a heavy motor vehicle that has become disabled while on a roadway, and any attached trailers, to the nearest safe area, taking account of traffic volume, vehicle load, and the ability to undertake repair safely at the roadside, off the roadway (that is accessible without contravening any bridge weight limit including posted limits) and does not have to—
- (a) comply with the dimension requirements in *Schedule 2*; or
 - (b) comply with the mass ratio of towed and towing vehicles in 4.5; or
 - (c) be operated under an overdimension permit.

Stability performance requirements: Static Roll Threshold

Note: Static Roll Threshold (SRT) performance requirements for heavy motor vehicles are intended to ensure stability when negotiating corners within posted advisory speeds and when undertaking evasive manoeuvres to avoid a collision.

3.15 Compliance with minimum Static Roll Threshold (SRT)

- 3.15(1) A vehicle of Class NC or Class TD, whether laden or unladen, must comply with an SRT of at least 0.35 g unless the vehicle is—

- (a) a vehicle of Class NC that does not have a deck or body on which to carry a load and is fitted with a turntable coupling to tow a semi-trailer; or
- (b) a vehicle operating under *section 6*, or with a vehicle axle index above 1.1 and operating under an overweight permit, or both, and the operator of the vehicle complies with the conditions of the permit and the applicable requirements in *section 6*; or
- (c) a vehicle that is being used on a road or portion of a road that is designated as a road construction zone under *regulation 12* of the *Heavy Motor Vehicle Regulations 1974*; or
- (d) a vehicle that is being used on a road or portion of a road that is a road construction zone approved by the road controlling authority; or
- (e) a vehicle that is not normally used on a road and that a road controlling authority has authorised to cross a road; or
- (f) a vehicle that is designed exclusively for transporting earth or other bulk material and that may only be used unladen on a road; or
- (g) a vehicle with a tipping body, but only when the tipping body is raised for the purpose of discharging a load at low speed; or
- (h) a vehicle recovery service vehicle that is principally designed to tow or transport a heavy motor vehicle; or
- (i) a vehicle first registered in New Zealand before 1 January 1940.

3.15(2) For the avoidance of doubt, a high-productivity motor vehicle must comply with the minimum SRT requirements except, if the vehicle is a vehicle with a tipping body, when the tipping body is raised for the purpose of discharging a load at low speed.

3.15(3) A vehicle of Class TD that is first registered on or after 1 July 2002 and is required to comply with an SRT of at least 0.35 g must be certified for SRT in accordance with 3.16 to 3.18 if it has a body height or load height above the ground that exceeds 2.8 m.

3.16 Methods for determining SRT

3.16(1) SRT must be determined by one of the following methods:

- (a) a physical test of the vehicle on a tilt table according to the procedure in the *SAE J2180-DEC 1998 of The American Society of Automotive Engineers* and carried out using a procedure approved by International Accreditation New Zealand; or
- (b) a method approved by the Agency in accordance with 3.16(2) and published on the Agency's website.

3.16(2) The Agency may approve a method for estimating the SRT of a vehicle if the method is proven to be an effective method for generating a reasonably accurate estimate of the SRT of a vehicle that is consistent with the outcomes of the test in 3.16(1)(a).

3.17 Determining the appropriate loading of a vehicle for different load types

3.17(1) The following methodology must be applied to determine the appropriate vehicle loading:

- (a) for mixed freight loads and uniform density loads:
 - (i) if the vehicle is loaded to the maximum internal body height or to the maximum height specified in *Schedule 2*, the maximum allowable gross mass must be determined:
 - (ii) if the vehicle is loaded to the maximum allowable gross mass specified in *section 4*, the maximum allowable load height must be determined:
- (b) for all other loads, for a particular height above ground level of the centre of gravity of the load, the maximum allowable gross mass of the vehicle and its load must be determined.

3.17(2) The combination of load height and load mass in 3.17(1) applies for a particular standard type of loading that must be appropriate for the particular type of deck or body with which a heavy motor vehicle is fitted, and must be one of the following types of load:

- (a) mixed freight, where 70% of the load mass is in the bottom half of the load space and 30% of the load mass is in the top half of the load space:
- (b) uniform density, where the load is uniformly distributed between the load bed and the top of the load so that the centre of gravity of the load lies midway between the load bed and the load height:

- (c) other loads where the height above ground of the centre of gravity of the load is used to determine SRT.
- 3.17(3) If the deck or body fitted on a heavy motor vehicle is changed to allow a different type of load to be carried, the SRT must be determined, and the vehicle recertified, for the new loading.
- 3.17(4) A motor vehicle with a retractable axle or axles must be assessed using a method in 3.16 with its axles in a non-retracted position.
- 3.17(5) The maximum allowable load height for logs must be determined by—
 - (a) measuring the height above ground of the highest point of the load; and
 - (b) if the height in *paragraph (a)* does not comply with the minimum SRT, then measuring the height above ground of the highest point at each end of the highest packet and calculating an average of the two measurements; and
 - (c) if the height in *paragraph (a)* or *(b)* does not comply with the minimum SRT, and the load comprises multiple packets and the highest points of all of the packets differ in height by no more than 1 m, measuring the average height of each packet by the method described in *paragraph (b)* and calculating an average height of all packets.

3.18 Certifying results of SRT test

- 3.18(1) SRT test results must be—
 - (a) verified for compliance with loading and mass specifications by a vehicle inspector or an inspecting organisation; and
 - (b) specified in a document of compliance in a form approved by the Agency.
- 3.18(2) SRT test results must be displayed on a vehicle's certificate of loading—
 - (a) in this format: "SRT 0.35 g X1/Y1, Y2/X2"; and
 - (b) with the options for load height and gross mass specified as—
 - (i) maximum allowable load height above ground in metres to two decimal places (X1); and

- (ii) maximum safe gross mass to nearest tonne to meet SRT of 0.35 g (Y1); and
- (iii) maximum allowable gross mass to nearest tonne (Y2); and
- (iv) maximum safe load height above ground in metres to two decimal places to meet SRT of 0.35 g (X2).

Note: X1/Y1 represents the maximum allowable load height (X1) of the vehicle that is used to calculate the maximum safe gross mass (Y1) of the vehicle to meet an SRT of 0.35 g. Y2/X2 represents the maximum allowable gross mass (Y2) of the vehicle when loaded that is used to calculate the maximum safe load height (X2) of the vehicle to meet an SRT of 0.35 g. The procedure is fully explained in 3.17.

Section 4 Mass limits

4.1 Vehicle mass requirements for general access

Requirements for vehicle mass are divided into general access (where the vehicle can operate without a permit, subject to any specific route or bridge restrictions) and heavier mass allowances which are only available where a permit to exceed general access limits has been issued to the vehicle operator in accordance with *section 5*.

4.2 Calculating allowable gross mass

- 4.2(1) The gross mass limit that applies to a heavy motor vehicle is the lower of the totals derived under 4.2(2) and 4.2(3).
- 4.2(2) The gross mass of a heavy motor vehicle must not exceed the gross mass limit that is—
 - (a) for a vehicle operating under general access limits, the applicable total mass limit in *Part 2* of *Schedule 3* or the sum of the applicable axle mass limits in *Part 1* of *Schedule 3*, whichever is lowest; or
 - (b) for a vehicle operating under a permit issued under *section 5*, the gross mass limit stated on that permit.
- 4.2(3) The gross mass of a heavy motor vehicle must not exceed the lowest total derived from the following gross mass limits:
 - (a) a design limit for the vehicle set by a manufacturer or modifier (which may include, but is not limited to, the gross vehicle mass for that vehicle):

- (b) a design limit set by a manufacturer or modifier for a vehicle component (which may include, but is not limited to, axle limits or towing connections):
- (c) a limitation placed by a road controlling authority under any enactment on any route or structure on which the vehicle operates:
- (d) a limit imposed by this Rule in respect of the vehicle configuration under 4.3.

4.3 Limits set by vehicle configuration

- 4.3(1) The combined gross mass of an A-train must not exceed 39,000 kg.
- 4.3(2) The combined gross mass of a towing vehicle and a pole trailer, a towing vehicle and a semi-trailer, or a B-train must not exceed 39,000 kg.
- 4.3(3) Clause 4.3(2) does not apply if the towing vehicle has—
 - (a) two motor-driven axles in a tandem axle set or tri-axle set; or
 - (b) three motor-driven axles in a tri-axle set.
- 4.3(4) The combined gross mass of a towing vehicle and a full trailer must not exceed 39,000 kg.
- 4.3(5) Clause 4.3(4) does not apply if the towing vehicle has—
 - (a) a twin-steer axle set, or a wheelbase of at least 4.25 m; and
 - (b) two motor-driven axles in a tandem axle set or tri-axle set, or three motor-driven axles in a tri-axle set.
- 4.3(6) The combined gross mass of a towing vehicle and a full trailer must not exceed 42,000 kg.
- 4.3(7) Clause 4.3(6) does not apply if—
 - (a) the towing vehicle has a twin-steer axle set; or
 - (b) the towing vehicle has a tri-axle set; or
 - (c) the trailer is a four-axle trailer with two tandem axle sets; or
 - (d) the trailer is a five-axle trailer.
- 4.3(8) Unless 4.3(9) applies, the combined gross mass of a towing vehicle and a simple trailer must not exceed 36,000 kg.

- 4.3(9) The combined gross mass of a towing vehicle and a simple trailer that meets the following requirements must not exceed 40,000 kg:
- (a) a high-productivity motor vehicle permit has been issued for the vehicle to vary from a dimension requirement in *Schedule 2* (listed in 5.9(5)); and
 - (b) the towing connection is a roll-coupled hitch approved by the Agency as meeting the equivalent safety performance as a standard towing vehicle and semi-trailer combination.
- 4.3(10) A heavy motor vehicle operating under general access limits that does not have at least 7 axles and a distance from the centre of the first axle to the centre of the last axle of 16.8 m or more must not exceed the gross axle mass limits in *Table 2.1* of *Schedule 3*.
- 4.3(11) A heavy motor vehicle operating under general access limits that has at least 7 axles and a distance from the centre of the first axle to the centre of the last axle of 16.8 m or more—
- (a) must not exceed the gross mass limits in *Table 2.2* of *Schedule 3*; and
 - (b) must not, before 1 December 2017, exceed the gross mass limits in *Table 2.1* of *Schedule 3* unless it is travelling on a route that has been approved by the Agency as suitable for this purpose and published on the Agency's website.

4.4 Axle mass limits

A heavy motor vehicle must not exceed the lowest of the mass limits applicable to an axle and an axle set derived from the following axle mass limits:

- (a) for a vehicle operating under general access limits, the axle mass limits in *Part 1* of *Schedule 3*;
- (b) for a vehicle operating under an overweight vehicle permit issued under 5.8(1), the axle mass limits specified in the permit;
- (c) for a vehicle operating under a high-productivity motor vehicle permit issued under 5.9(1), the axle mass limits specified in the permit or, if not specified in the permit, in *Part 1* of *Schedule 3*;
- (d) for a vehicle operating under a specialist vehicle permit issued under 5.11(1), the axle mass limits specified in the

permit or, if not specified in the permit, in *Part 1* of *Schedule 3*:

- (e) a design limit set by a manufacturer or modifier for that axle:
- (f) a design or load limit determined for the tyres on that axle, either by a manufacturer or by the provisions of *Land Transport Rule: Tyres and Wheels 2001*:
- (g) an axle mass limitation placed by a road controlling authority under any enactment on any route or structure on which the vehicle operates.

4.5 Mass ratio of towed and towing vehicles for heavy combination vehicles

- 4.5(1) For an A-train, a B-train, or a rigid vehicle towing two vehicles, the gross mass of the rearmost vehicle must not exceed 1.5 times the gross mass of the towing vehicle and the first towed vehicle, that is:

$$\frac{\text{Gross mass of the rearmost trailer}}{\text{Gross mass of towing vehicle} + \text{first towed vehicle}} = 1.5 \text{ or less}$$

- 4.5(2) For all other heavy combination vehicles, except those operating under an overweight permit with a vehicle axle index exceeding 1.1, or those restricted to an operating speed of 40 km/h or less, the gross mass of the towed vehicle must not exceed 1.5 times the gross mass of the towing vehicle, that is:

$$\frac{\text{Gross mass of towed vehicle}}{\text{Gross mass of towing vehicle}} = 1.5 \text{ or less}$$

4.6 Steering mass ratio

The mass on the front axle set or twin-steer axle set of a heavy rigid vehicle must, at all times, be at least 20% of the sum of the axle mass of the heavy rigid motor vehicle.

4.7 Mass and weight

The mass limits for axles, axle sets, and gross mass specified in this Rule may be measured as weight (kg).

Note: *Section 4* and *Part 1* (axle mass) and *Part 2* (gross mass) of *Schedule 3* describe limits for vehicles operating under general access.

Section 5 and *Part 3* (axles) and *Part 4* (gross mass) of *Schedule 3* describe limits for vehicles operating under a HPMV or specialist vehicle permit.

Gross mass limits are designed to manage the impact of heavy vehicles on bridges and other road infrastructure.

Axle limits are designed to manage the impact of heavy vehicles on pavements.

This section deals with axles fitted with standard tyres. Axles fitted with specialist wide profile tyres must also meet these limits but may apply for a permit to exceed the *Schedule 3* limits on the basis of their vehicle axle index.

Section 5 Permits for exceeding general access mass limits

5.1 Motor vehicle requires permit to exceed mass limits

5.1(1) A motor vehicle must not exceed the mass limits in *section 4* unless it is operating under a permit in one of the following categories:

- (a) overweight vehicles transporting indivisible loads;
- (b) high-productivity motor vehicles;
- (c) specialist vehicles carrying divisible loads.

5.1(2) The fee for the issue of a permit under this section is—

- (a) prescribed under *regulation 12A* of the *Land Transport (Certification and Other Fees) Regulations 2014*; and
- (b) specified in the *Schedule* of those regulations.

Road controlling authority may issue permits

5.2 Criteria for issuing permits

5.2(1) A road controlling authority must, before issuing a permit under this section, consider—

- (a) the safety of the vehicle; and
- (b) the safety of road users; and
- (c) the durability of roads and bridges on which the vehicle may operate.

5.2(2) A road controlling authority may, in considering whether a permit should be issued, have regard to any breaches of conditions of any permit previously issued to the operator, under this Rule, or *Land Transport Rule: Vehicle Dimensions and Mass 2002*, and other traffic offending history of the operator.

5.2(3) A road controlling authority must not issue a permit under this section for a vehicle to exceed vehicle design mass limits, including those specified in *4.2(3)(a)* and *(b)*.

5.2(4) A permit issued under this section may specify additional conditions under which the vehicle may be operated that the road controlling authority considers necessary to ensure the

safety of road users, the protection of infrastructure, or to provide for compliance with the permit (including tracking systems that allow the vehicle to be checked for route and mass limit compliance).

5.3 Roads under the control of other road controlling authorities

5.3(1) Before a road controlling authority (the issuing authority) issues a permit under this section that allows a vehicle to operate on a route that includes a road under the control of a second road controlling authority, the issuing authority must obtain the written approval of the second road controlling authority, given in accordance with 5.3(2).

5.3(2) If an approval is required by 5.3(1), a second road controlling authority may approve the issue of a permit by an issuing authority for travel on roads under the second road controlling authority's control if that road controlling authority has considered, for those roads—

- (a) the durability of roads and bridges on which the permitted vehicles may operate; and
- (b) the suitability of those roads for use by overweight vehicles, high-productivity motor vehicles or specialist vehicles.

5.4 Form of permit

5.4(1) A permit issued under this section must—

- (a) include the information specified as mandatory in Schedule 4; and
- (b) include any additional conditions imposed by the Agency or the road controlling authority under 5.2(4), 5.8(5), or 5.9(6); and
- (c) be signed by a duly authorised officer of the road controlling authority.

5.4(2) A permit may include other information as specified in *Schedule 4*.

5.5 Operating under a permit

5.5(1) A vehicle operating under a permit issued under this section must comply with the following critical conditions:

- (a) the gross mass of the vehicle must not exceed the maximum gross mass specified in the permit:
- (b) the gross mass of the vehicle must not exceed the gross vehicle mass, gross combination mass, maximum towed mass or brake code mass if any of these limits apply to the vehicle:
- (c) the vehicle must comply with all bridge restrictions specified in the permit.

Note: If a critical condition of a permit is breached, the applicable penalties are both the penalty for breach of this clause and the penalty for overloading specified in the *Land Transport (Offences and Penalties) Regulations 1999*.

5.5(2) A permit issued under this section must—

- (a) be carried in any readable format in the vehicle for the period of travel covered by the permit; and
- (b) be produced on demand for inspection by an enforcement officer, or an authorised agent of the Agency or a road controlling authority.

5.6 Validity of a permit

5.6(1) A permit issued under this section is invalid if it is altered without the authority of the road controlling authority which issued the permit.

5.6(2) A permit only applies to the vehicles identified either individually or by type in the permit.

5.6(3) A permit is invalid if the vehicle is not being operated by the person named on the permit.

5.7 Revocation of a permit

5.7(1) A road controlling authority may revoke a permit issued by it under this section if it considers that—

- (a) any of the conditions of the permit have not been complied with; or
- (b) in its opinion, the continued operation of the vehicle to which that permit relates may cause extraordinary damage to the road.

5.7(2) Without limiting (or being limited by) the power to revoke a permit in 5.7(1), the Agency may revoke a permit issued under this section if the Agency considers there is a significant risk to public safety.

5.7(3) Revocation of a permit must be advised as soon as is practicable to the operator of the vehicle by the road controlling authority or the Agency as applicable, providing reasons for the revocation.

5.7(4) A revocation of a permit takes effect immediately after it is advised to the operator or at such later time as is specified.

5.8 Permits for overweight vehicles transporting indivisible loads

5.8(1) A road controlling authority may issue a permit under this clause for a heavy motor vehicle that:

- (a) exceeds the mass limits prescribed in *Part 1* or *Part 2* of *Schedule 3*; and
- (b) either—
 - (i) transports an indivisible load; or
 - (ii) transports a customs-sealed import/export ISO container; or
 - (iii) is an indivisible vehicle designed for a specialised purpose that does not include the carriage of goods (such as a mobile machine or agricultural trailer); or
 - (iv) transports an item that is required for the purpose of transporting an indivisible load on one part of a journey, on another part of that journey; and
- (c) is not a high-productivity motor vehicle.

5.8(2) Indivisible loads may be transported on a combination vehicle.

5.8(3) Despite 5.8(1)(b)(i), a permit may be issued under 5.8(1) for the following divisible loads:

- (a) a transformer including the oil contained within it:
- (b) a platform trailer carried on another platform trailer:
- (c) construction equipment being transported with attachments that are required for use with that equipment:
- (d) a load divider being carried with another overweight load:
- (e) ballast being carried with an overweight load:
- (f) a disabled vehicle being towed or carried:
- (g) water being carried by a fire-fighting vehicle:
- (h) slurry being carried to or used at sealing sites:

- (i) a converter dolly being carried with another overweight load;
- (j) ancillary items associated with the indivisible load or vehicle;
- (k) buildings.

5.8(4) A road controlling authority may, before issuing a permit under 5.8(1), consider the vehicle axle index for the purpose of establishing the effect of the vehicle mass on roads and bridges.

5.8(5) A permit issued under 5.8(1) may specify the following additional conditions:

- (a) the number of trips the vehicle is allowed to make;
- (b) restrictions on the vehicle's speed;
- (c) restrictions relating to weather conditions;
- (d) the type of load transported;
- (e) the times of the day during which the vehicle may be operated;
- (f) requirements for travel restrictions on crossing specified bridges on the route;
- (g) any other conditions under which the vehicle may be operated.

5.8(6) A vehicle operating under a permit issued under 5.8(1) must comply with the following conditions:

- (a) any individual axle mass, any axle set mass, and the mass on any two or more axles, must not exceed the limits that are specified in the permit or, if not specified, prescribed in *Part 1* and *Part 2* of *Schedule 3*; and
- (b) any additional condition in 5.8(5) that is specified in the permit form.

5.9 **Permits for high-productivity motor vehicles**

5.9(1) A road controlling authority may issue a permit under this clause for a high-productivity motor vehicle that carries a divisible or indivisible load to—

- (a) operate with a gross mass exceeding 44,000 kg; or
- (b) operate with a variation from a dimension requirement in *Schedule 2*; or

- (c) both exceed a gross mass of 44,000 kg and operate with an approved variation from a dimension requirement in *Schedule 2*.
- 5.9(2) Before a permit may be issued for a high-productivity motor vehicle to operate a vehicle with a variation from a dimension requirement in *Schedule 2*, that variation must be approved by the Agency.
- 5.9(3) A high-productivity motor vehicle permit may specify axle, axle set, or gross mass limits that—
 - (a) exceed the mass limits prescribed in *Part 1* and *Part 2* of *Schedule 3*; and
 - (b) do not exceed the mass limits prescribed in *Part 3* and *Part 4* of *Schedule 3*.
- 5.9(4) The axle and axle set requirements for the issue of a high-productivity motor vehicle permit to exceed a gross mass limit of 44,000 kg are:
 - (a) the towing vehicle must have two motor-driven axles in a tandem axle or tri-axle set, or three motor-driven axles in a tri-axle set; and
 - (b) a semi-trailer that is not in a B-train must have a tri-axle or quad-axle set with no more than one steering axle; and
 - (c) a semi-trailer in a B-train must have a tandem axle set or a tri-axle set or a quad-axle set; and
 - (d) a full trailer must have either—
 - (i) two tandem axle sets; or
 - (ii) one tandem axle set and one tri-axle set.
- 5.9(5) For the purposes of 5.9(2), the Agency, or an organisation or a person appointed by the Agency, may approve, for use as a high-productivity motor vehicle, a vehicle having a variation from any of the following dimension requirements in *Schedule 2*:
 - (a) overall length;
 - (b) forward-distance (including, for a B-train, varying the ratio of the forward-distances of the longer trailer/shorter trailer);
 - (c) rear overhang;
 - (d) front overhang;

- (e) rear trailing unit distance:
- (f) articulated vehicle point of attachment:
- (g) tow coupling position:
- (h) coupling point distance:
- (i) inter-vehicle spacing:
- (j) outside turning circle in either direction for 360-degree turn.

- 5.9(6) In approving a variation under 5.9(5), the Agency or an organisation or person appointed by the Agency, must be satisfied that the vehicle has the equivalent safety performance as a standard motor vehicle for the proposed roads to be used under the permit, and may impose any conditions it considers necessary to ensure this.
- 5.9(7) The effect of an approval under 5.9(5) is that the vehicle is deemed to comply with the dimension requirements of this Rule when operated within any conditions contained in the approval (such as restrictions on combinations with other heavy vehicles).
- 5.9(8) A vehicle operating as a high-productivity motor vehicle must comply with the following conditions:
- (a) an individual axle mass, an axle set mass, and the maximum sum of mass on any two or more axles must not exceed the limits that are specified in the permit or, if not specified in the permit, the applicable mass limit in *Part 1* or *Part 2* of *Schedule 3*; and
 - (b) the vehicle must comply with the dimension requirements in *Schedule 2*, unless a variation from *Schedule 2* has been approved by the Agency and is specified in the permit; and
 - (c) the vehicle must comply with the axle and axle set requirements in 5.9(4); and
 - (d) the vehicle must operate as a high-productivity motor vehicle only on the roads specified in the permit; and
 - (e) if the permit specifies the roads on which the vehicle may operate as a high-productivity motor vehicle then the vehicle must display a high-productivity motor vehicle sign that complies with 5.10(1); and
 - (f) if the permit specifies the vehicle by identifying a prime mover and trailer type, the combination vehicle must comply with that description; and

- (g) additional conditions that are specified in the permit in accordance with 5.2(4), or 5.9(6).

5.9(9) For the avoidance of doubt, the operator of a high-productivity motor vehicle issued with a permit under 5.9(1) does not have to comply with the requirements in *section 6*.

5.10 High-productivity motor vehicle sign

- 5.10(1) A high-productivity motor vehicle sign that is displayed on a high-productivity motor vehicle must—
- (a) display the letter "H"; and
 - (b) comply with the dimensions specified in *Figure 5.1* in *Schedule 5*; and
 - (c) be mounted at the front and rear of the high-productivity motor vehicle, so that the sign can be seen clearly by drivers approaching from the front and rear; and
 - (d) consist of retroreflective material with black lettering on a yellow-green background with a black border; and
 - (e) comply with *AS/NZS 1906.1.2007, Retroreflective materials and devices for road traffic control purposes, Part1: Retroreflective materials*.
- 5.10(2) A motor vehicle must not display a high-productivity motor vehicle sign unless it has a permit for a high-productivity motor vehicle.

5.11 Permits for specialist vehicles

- 5.11(1) A road controlling authority may issue a permit for a specialist vehicle that is identified in 5.11(2).
- 5.11(2) A permit for a specialist vehicle must only be issued for one of the following types of vehicle:
- (a) passenger service vehicle:
 - (b) concrete mixer:
 - (c) ground-spreader truck:
 - (d) rubbish truck.
- 5.11(3) A permit may be issued under 5.11(1) for a specialist vehicle to operate on the routes specified in the permit with axle set mass limits of not more than the mass limits prescribed in *Table 3.6* of *Part 3* of *Schedule 3*.

- 5.11(4) A specialist vehicle operating under a permit must comply with the following conditions:
- (a) a condition imposed by the road controlling authority under 5.2(4); and
 - (b) the vehicle must not tow a heavy trailer while operating under the permit; and
 - (c) the vehicle must not exceed the axle set mass limits in *Table 3.6 of Part 3 of Schedule 3*; and
 - (d) for axle mass limits other than those specified in *Table 3.6 of Part 3 of Schedule 3*, the vehicle must not exceed the axle and axle set mass limits in *Part 1 and Part 2 of Schedule 3*.

Note: Heavy motor vehicles that operate at axle masses higher than those stated in *Part 1 of Schedule 3* (General Access), or gross mass limits that exceed the limits stated in *Part 2* (General Access), or that exceed the length limits in *Schedule 2* and transport a divisible load require a permit issued under this section to exceed those limits.

The Agency is the road controlling authority for the state highway network.

Section 6 Overdimension motor vehicles and overdimension loads

6.1 Application of this section

6.1(1) This section applies to—

- (a) a standard motor vehicle that is transporting an overdimension load; and
- (b) a specialist overdimension motor vehicle; and
- (c) a motor vehicle designed primarily to transport overdimension loads.

6.1(2) This section does not apply to—

- (a) a high-productivity motor vehicle; or
- (b) a motor vehicle that is being operated on a road or a portion of a road that is designated as a road construction zone under *regulation 12 of the Heavy Motor Vehicle Regulations 1974*, or that is a road works zone operated under a traffic management plan approved by a road controlling authority.

6.2 Responsibilities of operators of overdimension vehicles and loads

- 6.2(1) A vehicle in 6.1(1) must comply with the requirements in this section when operating on a road.
- 6.2(2) An operator of an overdimension vehicle or load that requires a permit under this section is responsible for ensuring that the vehicle used to transport the load is suitable and complies with the requirements of this Rule.

Note: Overdimension vehicles have various constraints placed on them, which are determined by their category (determined by width and other dimension characteristics), the routes they use, and the time of day they travel. Generally, the larger the vehicle the more constraints imposed. Larger vehicles (in higher numbered categories) require permits from the Agency before they travel. 'Overdimension load' and 'overdimension motor vehicle' are defined terms.

6.3 Classification of vehicles into categories

In this section, Category 1, Category 2, Category 3, and Category 4 are categories into which an overdimension vehicle is classified according to its width, forward-distance, length, front overhang, and rear overhang dimensions as specified in *Part 1* and *Part 2* of *Schedule 6*.

6.4 Certain vehicle configurations affect calculation of dimensions

- 6.4(1) If an overdimension motor vehicle is operated with a manned steering jinker or a pole trailer, the rear overhang is measured between the centre of the rear turntable load support and the rearmost part of the load.
- 6.4(2) If the vehicle combination includes a load-sharing trailer, the load-sharing trailer does not have to be included in forward-distance calculations if the forward-distance is 3.5 m or less. If the forward-distance exceeds 3.5 m, this distance must be added to the forward-distance of the main trailer, less 3.5 m.
- 6.4(3) If the vehicle combination includes a manned steering jinker, the forward-distance used for determining the vehicle's category is half the distance between the two turntables supporting the load.

6.5 Standard motor vehicles transporting overdimension loads

- 6.5(1) A standard motor vehicle may transport an overdimension load that exceeds the dimension limits specified in *Schedule 2*, provided that the load—
- (a) is indivisible; and

- (b) is loaded in a way that minimises its width, unless the height or instability of the load, or both, make it necessary to transport the load widthways.
- 6.5(2) A standard motor vehicle may transport an overdimension load in addition to a divisible load, provided that the divisible load does not exceed—
 - (a) a width of 2.55 m; or
 - (b) a height of 4.3 m; or
 - (c) the appropriate requirements for length or rear overhang in *section 3* or *Schedule 2*.
- 6.5(3) A standard motor vehicle may transport more than one overdimension load, if the loads:
 - (a) loaded side-by-side, do not exceed a width of 2.55 m;
 - (b) loaded one above the other, do not exceed a height of 4.3 m;
 - (c) loaded one behind the other, do not exceed the appropriate requirements for length or rear overhang in *section 3* or *Schedule 2*.
- 6.5(4) Despite 6.5(1)(a), a standard motor vehicle may transport a divisible load of—
 - (a) hay bales or wool bales if the load does not exceed a width of 2.7 m; or
 - (b) concrete pipes with a minimum nominal bore of 300 mm that are loaded transversely on the deck if the load—
 - (i) does not exceed a width of 2.7 m; and
 - (ii) does not project more than 1.35 m beyond either side of the longitudinal centre-line of the vehicle.
- 6.5(5) Despite 6.5(2), a standard motor vehicle may transport the disassembled parts of a crane boom if—
 - (a) the load is stacked to a height of not more than 4.5 m; and
 - (b) the load does not exceed 3.1 m in width; and
 - (c) the vehicle complies with the requirements in this section for a Category 1 overdimension vehicle.
- 6.5(6) The following combination motor vehicles must not exceed the rear overhang or overall length limits in *Schedule 2* when transporting an overdimension load:
 - (a) a rigid vehicle towing a simple trailer:

- (b) a rigid vehicle towing a full trailer:
- (c) an A-train:
- (d) a B-train.

6.6 Specialist overdimension motor vehicles

6.6(1) A motor vehicle that is designed for a primary purpose of carrying out a specialist function that requires overdimension equipment (not to transport overdimension or overweight loads) is a specialist overdimension motor vehicle and may exceed the dimension limits in *Schedule 2*, if—

- (a) dismantling of the vehicle's equipment would make the equipment unusable for its intended purpose; or
- (b) it would take more than four hours to dismantle the vehicle's equipment; or
- (c) the vehicle is an agricultural motor vehicle and the operator ensures that the vehicle complies with the general safety requirements in *clause 2.2 of Land Transport Rule: External Projections 2001*; or
- (d) the vehicle is a ground-spreader truck.

6.6(2) A specialist overdimension motor vehicle of a type specified in 6.6(1) that is transporting a divisible load may not exceed the dimension limits in *Schedule 2* if those limits can be complied with by reducing the vehicle's divisible load.

6.7 Motor vehicles designed primarily to transport overdimension and overweight loads

6.7(1) A motor vehicle designed primarily to transport an overdimension or overweight load, or both, may transport a load that exceeds the dimension limits in *Schedule 2*, provided that the load—

- (a) is indivisible; and
- (b) is loaded in a way that minimises its width, unless the load's height or instability, or both, makes it necessary to transport the load widthways.

6.7(2) A motor vehicle in 6.7(1) may transport more than one overdimension load, provided that the loads—

- (a) if loaded side-by-side, do not exceed a width of 2.55 m; and

- (b) if loaded one above the other, do not exceed a height of 4.3 m; and
 - (c) if loaded one behind the other, do not exceed the appropriate requirements for length, front overhang or rear overhang in *Schedule 2*, unless they comply with 6.7(3).
- 6.7(3) If two or more overdimension loads have the same departure and destination points, and one of the loads exceeds 5 m in width, the loads may be carried one behind the other on a semi-trailer, provided that—
 - (a) the forward-distance of the semi-trailer does not exceed 20 m; and
 - (b) the overall length does not exceed 35 m; and
 - (c) the rear overhang does not exceed 7 m.
- 6.7(4) A motor vehicle in 6.7(1) must be reduced to the smallest dimension practicable if it is not transporting an overdimension load.
- 6.7(5) A motor vehicle in 6.7(1) must not transport a divisible load, unless—
 - (a) one direction of the vehicle's journey requires an overdimension vehicle to transport an indivisible overdimension load; or
 - (b) the weight or instability of the divisible load requires the use of an overdimension motor vehicle.
- 6.7(6) A motor vehicle to which 6.7(5) applies may transport divisible loads provided that the loads, if loaded:
 - (a) side-by-side, do not exceed the width of the vehicle reduced to its smallest position:
 - (b) one above the other, do not exceed a height of 4.3 m:
 - (c) one behind the other, do not exceed the length of the vehicle reduced to its smallest position.

Requirements for all overdimension motor vehicles

- 6.8 General operating requirements for overdimension motor vehicles**
- 6.8(1) An overdimension motor vehicle must—

- (a) when available, use a route designated by a road controlling authority as suitable for overdimension motor vehicles; and
 - (b) comply with the route restrictions in *Schedule 8*.
- 6.8(2) An overdimension motor vehicle must comply with the requirements relevant to its category specified in *Part 1* of *Schedule 6* for hazard warning equipment, travel time restrictions, and piloting requirements, unless 6.9 or 6.28 applies.
- 6.8(3) A motor vehicle that exceeds 4.3 m in height must comply with the requirements relevant to its height in *Part 3* of *Schedule 6*.
- 6.8(4) An overdimension motor vehicle must not travel on a road if fog, heavy rain, hail, or any other factor restricts ambient visibility to less than 350 m.
- 6.8(5) If, after an overdimension vehicle has begun its journey, ambient visibility is reduced to less than 350 m, the vehicle must, at the earliest opportunity, be stopped clear of moving traffic until ambient visibility is at least 350 m.
- 6.8(6) An overdimension motor vehicle must be operated with due consideration for other road users and, where it is safe to do so, other road users must be allowed to pass the vehicle at the earliest opportunity.
- 6.8(7) An overdimension motor vehicle transporting a load that exceeds 30 m in length must use a rear steering facility.
- 6.9 Certain Category 2 overdimension motor vehicles may operate in accordance with Category 1 requirements**
- 6.9(1) A Category 2 overdimension motor vehicle may be operated in accordance with the operating requirements for a Category 1 overdimension motor vehicle if the vehicle's swept path performance has been verified by a vehicle inspector or inspecting organisation as meeting the swept path performance of a Category 1 overdimension motor vehicle specified in 6.9(2), and the vehicle including any load or equipment carried by or attached to the vehicle does not exceed the maximum dimensions specified by the vehicle inspector or inspecting organisation.
- 6.9(2) The maximum swept path of a Category 1 overdimension motor vehicle, for the purpose of 6.9(1), must—

- (a) be assessed using a method that is approved by the Agency and published on its website; and
- (b) not exceed 4.7 m through a 90-degree turn inside a 50 m radius wall at up to 5 km/h.

6.10 Interference with traffic control devices, structures, or foliage

- 6.10(1) If an overdimension motor vehicle interferes with or damages a traffic control device, bridge, tunnel or other structure, or trees or other foliage, the operator must notify the road controlling authority or the owner of the item.
- 6.10(2) A traffic control device may be removed temporarily to allow safe passage of an overdimension motor vehicle if the traffic control device is immediately re-erected in its original position after the vehicle has passed that position on the road.
- 6.10(3) If a traffic control device that has been temporarily removed to allow safe passage of an overdimension motor vehicle is not re-erected in its original position, the operator of the vehicle must notify the road controlling authority or the person responsible for the traffic control device.

6.11 On-road supervisor must notify emergency services

The on-road supervisor of an overdimension motor vehicle or, if no on-road supervisor is designated, the driver of an overdimension motor vehicle must notify the emergency services that are operating in the area where the vehicle or its load is likely to restrict a route in a way that would significantly delay the emergency services.

6.12 Enforcement officer, Agency, or road controlling authority may limit or prohibit use of road by particular vehicle

If an enforcement officer, the Agency, or a road controlling authority believes on reasonable grounds that an overdimension motor vehicle does not comply with a condition imposed under this section or that a prohibition is necessary in the interests of safety or traffic management, that person may—

- (a) prohibit the use of a road by that vehicle at any time; or
- (b) impose special conditions for that vehicle to be operated on a road, so as to minimise risks to the safety of other road users.

6.13 Motor vehicles exceeding 25 m in overall length must not travel over level crossing without permission

- 6.13(1) The operator of an overdimension motor vehicle that has an overall length exceeding 25 m must not permit that vehicle to travel over a level crossing unless the operator has obtained written permission from the access provider.
- 6.13(2) Evidence of permission obtained for the purpose of 6.13(1) must be—
- (a) carried in any readable format with the vehicle; and
 - (b) produced on demand for inspection by an enforcement officer.

Hazard warning equipment for overdimension vehicles

6.14 Hazard warning flags

- 6.14(1) Unless 6.17(1) applies, a hazard warning flag displayed on an overdimension motor vehicle as required in *Part 1 of Schedule 6*—
- (a) must be attached to the vehicle or its load—
 - (i) on each side of an overwidth load or vehicle at its front and rear; and
 - (ii) at the front of a load or vehicle with excess front overhang; and
 - (iii) at the rear of a load or vehicle with excess rear overhang; and
 - (iv) at the rear of a load or vehicle with excess length; and
 - (b) must be fluorescent yellow and at least 400 mm long and at least 300 mm wide.
- 6.14(2) An overdimension motor vehicle in Category 1 that is required to display a hazard warning flag during daylight hours must display instead warning panels as specified in 6.15(1), if it is travelling during the hours of darkness.

6.15 Hazard warning panels

- 6.15(1) Unless 6.17(2), or 6.17(3), or 6.17(4) applies, a hazard warning panel required in *Part 1 of Schedule 6* to be displayed on an overdimension motor vehicle must—
- (a) be attached—

- (i) on each side of an overwidth load or vehicle at its front and rear, as close as practicable to the outside extremity of the load or the vehicle's widest edge as shown in Figure 7.4 in Schedule 7; and
- (ii) at the front of a load or vehicle with excess front overhang; and
- (iii) at the rear of a load or vehicle with excess rear overhang; and
- (iv) at the rear of a load or vehicle for excess length; and
- (b) comply with *AS/NZS 1906.1:2007, Retroreflective materials and devices for road traffic control purposes, Part 1: Retroreflective materials*; and
- (c) consist of retroreflective material with a 200 mm-wide diagonal stripe pattern with alternate yellow-green and orange retroreflective sheeting and orientation as specified in Figure 7.1, or 7.2 or 7.3 in Part 1 of Schedule 7; and
- (d) comply with the dimensions in Figure 7.1, or 7.2 or 7.3 in Part 1 of Schedule 7; and
- (e) be frangible if any part of the hazard warning panel extends beyond the body of the vehicle or the load, whichever it is attached to.

6.15(2) Unless 6.15(3)(b) applies, an overdimension motor vehicle that is required in Part 1 of Schedule 6 to display hazard warning panels must display panels that comply with the minimum dimensions specified in—

- (a) Figure 7.1 in Part 1 of Schedule 7; or
- (b) Figure 7.2 in Part 1 of Schedule 7; or
- (c) Figure 7.3 in Part 1 of Schedule 7 if—
 - (i) the design of the vehicle, or the configuration of the load, or the dimensions of the hazard panel make fitting the panels in either Figure 7.1 or 7.2 impractical; or
 - (ii) more effective warning would be achieved by using a hazard panel with the minimum dimensions specified in Figure 7.3.

6.15(3) A motor vehicle that is required in Part 1 of Schedule 6 to display hazard warning panels must either—

- (a) display the hazard warning panels specified in 6.15(1); or

- (b) display alternative hazard warning panels that comply with the design, and conditions for use, of an alternative hazard warning panel that has been approved by the Agency under 6.16.

6.16 Agency may approve alternative hazard warning panels

- 6.16(1) The Agency may approve an alternative hazard warning panel that varies from the panels specified in 6.15(1), for use on a vehicle if—
- (a) the alternative panel is at least 0.12 square metres in size; and
 - (b) the alternative panel will provide as effective or better warning to approaching vehicles as the panels specified in 6.15(1).
- 6.16(2) If the Agency approves an alternative hazard warning panel, the Agency must publish on the Agency's website—
- (a) the alternative hazard panel design; and
 - (b) a description of the vehicles on which the alternative hazard warning panel may be used; and
 - (c) the circumstances or conditions under which the alternative hazard panel may be used.

6.17 Certain vehicles may indicate hazard other than by hazard warning flag or panel

- 6.17(1) Instead of displaying a hazard warning flag at the front of the vehicle, the boom head of a mobile crane may be painted to delineate its excess front overhang, provided that—
- (a) the colour of the paint on the front face of the boom head and each side of the boom head is either white, yellow, or red or a combination of these colours; and
 - (b) the area on each side of the boom head that is painted covers an area of not less than 0.12 square metres.
- 6.17(2) Instead of displaying a hazard warning panel at the front of the vehicle, the boom head of a mobile crane may be painted to delineate its excess front overhang, provided that—
- (a) the colour of the paint on the front face of the boom head and each side of the boom head is either white, yellow or red or a combination of these colours; and

- (b) the area on each side of the boom head that is painted covers an area of not less than 0.12 square metres.

6.17(3) Instead of displaying a hazard warning panel at the front of the vehicle, parts of an agricultural motor vehicle, including attachments or implements, that extend beyond the maximum front overhang of the vehicle may be painted with high visibility paint.

6.17(4) Instead of displaying a hazard warning panel an agricultural tractor with a width exceeding 2.55 m but not exceeding 3.1 m may instead be fitted with and use an amber beacon when operated on a road.

6.18 “OVERSIZE” signs

6.18(1) An overdimension motor vehicle exceeding 3.1 m in width that is escorted by a pilot vehicle must display an "OVERSIZE" sign that complies with 6.18(2).

6.18(2) An "OVERSIZE" sign that is displayed on an overdimension motor vehicle as required in *Part 1 of Schedule 6* must—

- (a) comply with the dimensions specified in *Part 2 of Schedule 7*; and
- (b) be mounted at the front and at the rear of the overdimension motor vehicle, so that the sign can be seen clearly by approaching drivers; and
- (c) if split into two parts, comply with the following—
 - (i) the word "OVER" and the word "SIZE" are on separate parts; and
 - (ii) both parts of the sign must be mounted at the same height; and
 - (iii) the combined length of the parts must be at least 1.1 m; and
- (d) be frangible if any part of the hazard warning panel extends beyond the body of the vehicle or the load, whichever it is attached to; and
- (e) during daylight hours, have matt black lettering on a yellow-green background with a matt black border; and
- (f) during the hours of darkness—
 - (i) consist of retroreflective material with black lettering on a yellow-green background; and

- (ii) comply with *AS/NZS 1906.1:2007, Retroflective materials and devices for road traffic control purposes, Part 1: Retroreflective material*.

6.18(3) A motor vehicle must not display an "OVERSIZE" sign unless the vehicle is overdimension and is required by *Part 1* of *Schedule 6* to display the sign.

6.19 Lighting requirements for overdimension motor vehicles

6.19(1) The headlamps of an overdimension motor vehicle must be operated on low beam during daylight hours.

6.19(2) During the hours of darkness, the lamps in 6.19(3) must be fitted to, and operated on, an overdimension motor vehicle, unless 6.19(7) applies, and must be clearly visible in clear weather at a distance of at least 200 m during the hours of darkness.

6.19(3) The lamps to which 6.19(2) refers are:

- (a) steady white or amber lamps at the front, and steady red or amber lamps at the rear, of the vehicle's load that—
 - (i) have an area of at least 50 cm²; and
 - (ii) are spaced approximately 1 m apart at the extremities of the load that exceed the width of the vehicle, and at the extremities of the bottom of the load; and
- (b) amber side marker lamps towards the front of the vehicle, spaced approximately 3 m apart; and
- (c) red or amber side marker lamps towards the rear of the vehicle, spaced approximately 3 m apart.

6.19(4) An amber beacon must be fitted to an overdimension motor vehicle unless 6.19(7) applies, so that it is visible to approaching traffic and must operate—

- (a) during the hours of darkness, if the vehicle (including any load) is 3.7 m in width or less; and
- (b) at all times, if the vehicle (including any load) exceeds 3.7 m in width; and
- (c) at all times, if the vehicle is being escorted by a pilot vehicle.

6.19(5) During the hours of darkness, two or more white scene lamps must be fitted to, and operate on, an overdimension motor vehicle whose load exceeds 5 m in width.

- 6.19(6) The scene lamps in 6.19(5) must—
- (a) illuminate the front of the load so that it is visible to approaching traffic from a distance of 200 m; and
 - (b) not be directly visible to traffic that is following the overdimension motor vehicle.
- 6.19(7) Despite 6.19(2) and 6.19(4), the lamps and beacons referred to in those subclauses may, but are not required to, be fitted to and operated on a standard motor vehicle that is transporting an overdimension load that does not exceed the overall length limits in *Schedule 2* and does not exceed 2.7 m in width.

Travel restrictions for overdimension vehicles

6.20 Meaning of city area

In 6.21 to 6.24 and *Schedule 9*, "city area" means the following urban areas:

- (a) Auckland (between Albany and Drury):
- (b) Christchurch:
- (c) Dunedin:
- (d) Hamilton:
- (e) Hastings:
- (f) Invercargill:
- (g) Napier:
- (h) Nelson:
- (i) New Plymouth:
- (j) Palmerston North:
- (k) Tauranga:
- (l) Wanganui:
- (m) Wellington (including all areas south of McKay's Crossing on State Highway 1 and Te Marua on State Highway 2):
- (n) Whangarei.

6.21 Restricted travel times for Category 1 overdimension vehicles and loads

- 6.21(1) Subject to 6.28(1), a motor vehicle whose dimensions are within Category 1 must comply with the travel restrictions in 6.21(2).
- 6.21(2) A motor vehicle in 6.21(1) must not travel—

- (a) between—
 - (i) 0700 hours and 0900 hours, or 1600 hours and 1800 hours, on Monday to Friday inclusive, in any city area; or
 - (ii) 1000 hours and 1300 hours, or 1600 hours and 1900 hours, on Saturday or Sunday; or
- (b) at times (other than those specified in 6.21(2)(a)), when there are unusually heavy traffic volumes.

6.22 Restricted travel times for Category 2 overdimension vehicles and loads

6.22(1) Subject to 6.28(1), a motor vehicle whose dimensions are within Category 2 must comply with the travel restrictions in 6.22(2) and 6.22(3).

6.22(2) A motor vehicle in 6.22(1) must not travel—

- (a) between 23 December and 3 January inclusive; or
- (b) on a national public holiday, or after 1600 hours on the day preceding a national public holiday; or
- (c) on a Saturday if that day is 25 April; or
- (d) in a province on its provincial anniversary holiday, or after 1600 hours on the day preceding that anniversary holiday.

6.22(3) A motor vehicle in 6.22(1) must not travel—

- (a) between—
 - (i) 0700 hours and 0900 hours, or 1600 hours and 1800 hours, on Monday to Friday inclusive, in any city area; or
 - (ii) 1000 hours and 1300 hours, or 1600 hours and 1900 hours, on Saturday or Sunday; or
- (b) at times (other than those specified in 6.22(2) and 6.22(3)(a)) when there are unusually heavy traffic volumes, or when travel is likely to cause significant delay to other road users.

6.23 Restricted travel times for Category 3 overdimension vehicles and loads travelling in city area

6.23(1) A motor vehicle whose dimensions are within Category 3 and which is travelling in any city area must comply with the travel restrictions in 6.23(2) (as shown in *Table 9.1* of *Schedule 9*) and 6.23(3).

- 6.23(2) A motor vehicle in 6.23(1) must not travel within the following times:
- (a) on a Monday, between 0630 hours and 0900 hours or between 1600 hours and 1800 hours:
 - (b) on a Tuesday, between 0630 hours and 0900 hours or between 1600 hours and 1800 hours:
 - (c) on a Wednesday, between 0630 hours and 0900 hours or between 1600 hours and 1800 hours:
 - (d) on a Thursday, between 0630 hours and 0900 hours or between 1600 hours and 1800 hours:
 - (e) on a Friday, between 0630 hours and 0900 hours or after 1600 hours:
 - (f) on a Saturday, before 0500 hours or after 1200 hours:
 - (g) on a Sunday, before 0500 hours, or between 1200 hours and 2230 hours.
- 6.23(3) A motor vehicle in 6.23(1) must not travel—
- (a) between 22 December and 5 January inclusive; or
 - (b) on a national public holiday, or for the rest of the day after the commencement of the earliest applicable morning travel restriction time specified in 6.23(2) on the day preceding a national public holiday; or
 - (c) in a province on its provincial anniversary holiday, or for the rest of the day after the commencement of the earliest applicable morning travel restriction time specified in 6.23(2) on the day preceding that anniversary holiday; or
 - (d) on a Saturday if that day is 25 April; or
 - (e) at times (other than those specified in 6.23(2) and 6.23(3)(a) to (d)) when there are unusually heavy traffic volumes, or when travel is likely to cause significant delay to other road users.
- 6.23(4) If there is any inconsistency between the description of the permitted hours of travel in 6.23(2) and the table of those hours in *Table 9.1 of Schedule 9*, the description in 6.23(2) prevails.
- 6.24 Restricted travel times for Category 3 overdimension vehicles and loads travelling outside city area**
- 6.24(1) A motor vehicle whose dimensions are within Category 3 and which is travelling outside any city area must comply with the

travel restrictions in 6.24(2) (as shown in *Table 9.2* of *Schedule 9*) and 6.24(3).

- 6.24(2) A motor vehicle in 6.24(1) must not travel within the following times:
- (a) on a Friday, after 1800 hours:
 - (b) on a Saturday, before 0500 hours, between 1200 hours and 1600 hours, or after 1800 hours:
 - (c) on a Sunday, before 0500 hours, between 1200 hours and 1600 hours, or between 1800 hours and 2230 hours.

- 6.24(3) A motor vehicle in 6.24(1) must not travel—
- (a) between 22 December and 5 January inclusive; or
 - (b) on a national public holiday, or for the rest of the day after the commencement of the earliest applicable morning travel restriction time specified in 6.24(2) on the day preceding a national public holiday; or
 - (c) in a province on its provincial anniversary holiday, or for the rest of the day after the commencement of the earliest applicable morning travel restriction time specified in 6.24(2) on the day preceding that anniversary holiday; or
 - (d) on a Saturday if that day is 25 April; or
 - (e) at times (other than those specified in 6.24(2) and 6.24(3)(a) to (d)) when there are unusually heavy traffic volumes, or when travel is likely to cause significant delay to other road users.

- 6.24(4) If there is any inconsistency between the description of the permitted hours of travel in 6.24(2) and the table of those hours in *Table 9.2* of *Schedule 9*, the description in 6.24(2) prevails.

6.25 Restricted travel times for Category 4 overdimension vehicles and loads travelling in Zone 1

- 6.25(1) A motor vehicle whose dimensions are within Category 4 and which is travelling inside Zone 1 (as defined in *Part 1* of *Schedule 10*) must comply with the travel restrictions in 6.25(2) (as shown in *Table 10.1* of *Schedule 10*) and 6.25(3).

- 6.25(2) A motor vehicle in 6.25(1) must not travel within the following times:
- (a) on a Monday, between 0630 hours and 2230 hours:
 - (b) on a Tuesday, between 0630 hours and 2230 hours:

- (c) on a Wednesday, between 0630 hours and 2230 hours:
- (d) on a Thursday, between 0630 hours and 2230 hours:
- (e) on a Friday, after 0630 hours:
- (f) on a Saturday:
- (g) on a Sunday, before 2230 hours.

6.25(3) A motor vehicle in 6.25(1) must not travel—

- (a) between 22 December and 5 January inclusive; or
- (b) on a national public holiday, or for the rest of the day after the commencement of the earliest applicable morning travel restriction time specified in 6.25(2) on the day preceding a national public holiday; or
- (c) in a province on its provincial anniversary holiday, or for the rest of the day after the commencement of the earliest applicable morning travel restriction time specified in 6.25(2) on the day preceding that anniversary holiday; or
- (d) on a Saturday if that day is 25 April; or
- (e) at times (other than those specified in 6.25(2) and 6.25(3)(a) to (d)) when there are unusually heavy traffic volumes, or when travel is likely to cause significant delay to other road users.

6.25(4) If there is any inconsistency between the description of the permitted hours of travel in 6.25(2) and the table of those hours in *Table 10.1* of *Schedule 10*, the description in 6.25(2) prevails.

6.26 Restricted travel times for Category 4 overdimension vehicles and loads travelling in Zone 2

6.26(1) A motor vehicle whose dimensions are within Category 4 and which is travelling inside Zone 2 (as defined in *Part 1* of *Schedule 10*) must comply with the travel restrictions in 6.26(2) (as shown in *Table 10.2* of *Schedule 10*) and 6.26(3).

6.26(2) A motor vehicle in 6.26(1) must not travel within the following times:

- (a) on a Monday, between 0630 hours and 1900 hours:
- (b) on a Tuesday, between 0630 hours and 1900 hours:
- (c) on a Wednesday, between 0630 hours and 1900 hours:
- (d) on a Thursday, between 0630 hours and 1900 hours:
- (e) on a Friday, after 0630 hours:

- (f) on a Saturday:
 - (g) on a Sunday, before 2230 hours.
- 6.26(3) A motor vehicle in 6.26(1) must not travel—
 - (a) between 22 December and 5 January inclusive; or
 - (b) on a national public holiday, or for the rest of the day after the commencement of the earliest applicable morning travel restriction time specified in 6.26(2) on the day preceding a national public holiday; or
 - (c) in a province on its provincial anniversary holiday, or for the rest of the day after the commencement of the earliest applicable morning travel restriction time specified in 6.26(2) on the day preceding that anniversary holiday; or
 - (d) on a Saturday if that day is 25 April; or
 - (e) at times (other than those specified in 6.26(2) and 6.26(3)(a) to (d)) when there are unusually heavy traffic volumes, or when travel is likely to cause significant delay to other road users.

- 6.26(4) If there is any inconsistency between the description of the permitted hours of travel in 6.26(2) and the table of those hours in *Table 10.2 of Schedule 10*, the description in 6.26(2) prevails.

6.27 Restricted travel times for Category 4 overdimension vehicles and loads travelling in Zone 3

- 6.27(1) A motor vehicle whose dimensions are within Category 4 and which is travelling inside Zone 3 (as defined in *Part 1 of Schedule 10*) must comply with the travel restrictions in 6.27(2) (as shown in *Table 10.3 of Schedule 10*) and 6.27(3).
- 6.27(2) A motor vehicle in 6.27(1) must not travel within the following times:
- (a) on a Monday, between 0630 hours and 0900 hours or between 1600 hours and 1900 hours;
 - (b) on a Tuesday, between 0630 hours and 0900 hours or between 1600 hours and 1900 hours;
 - (c) on a Wednesday, between 0630 hours and 0900 hours or between 1600 hours and 1900 hours;
 - (d) on a Thursday, between 0630 hours and 0900 hours or between 1600 hours and 1900 hours;

- (e) on a Friday, between 0630 hours and 0900 hours or after 1600 hours;
- (f) on a Saturday;
- (g) on a Sunday, before 2230 hours.

6.27(3) A motor vehicle in 6.27(1) must not travel—

- (a) between 22 December and 5 January inclusive; or
- (b) on a national public holiday, or for the rest of the day after the commencement of the earliest applicable morning travel restriction time specified in 6.27(2) on the day preceding a national public holiday; or
- (c) in a province on its provincial anniversary holiday, or for the rest of the day after the commencement of the earliest applicable morning travel restriction time specified in 6.27(2) on the day preceding that anniversary holiday; or
- (d) on a Saturday if that day is 25 April; or
- (e) at times (other than those specified in 6.27(2) and 6.27(3)(a) to (d)) when there are unusually heavy traffic volumes, or when travel is likely to cause significant delay to other road users.

6.27(4) If there is any inconsistency between the description of the permitted hours of travel in 6.27(2) and the table of those hours in *Table 10.3 of Schedule 10*, the description in 6.27(2) prevails.

6.28 Exception to travel time requirements for certain Category 1 or Category 2 overdimension motor vehicles

6.28(1) A Category 1 or Category 2 overdimension motor vehicle does not have to comply with the travel time requirements specified in 6.21(2), 6.22(2), or 6.22(3) if the vehicle or any load or equipment it carries does not project outside the lane in which it is travelling; and—

- (a) the vehicle's—
 - (i) low speed turning performance has been verified by a vehicle inspector or inspecting organisation as meeting the requirements in 6.28(2); and
 - (ii) dimensions including any load or equipment carried by or attached to the vehicle does not exceed the maximum dimensions specified by the vehicle inspector or inspecting organisation; or
- (b) the vehicle is an agricultural motor vehicle; or

- (c) the vehicle is a ground-spreader truck, operated without a trailer or towing a trailer that does not exceed 2.55 m in width.
- 6.28(2) The low speed turning performance of a vehicle, for the purpose of 6.28(1), must—
 - (a) be assessed using a method that is approved by the Agency and published on the Agency's website; and
 - (b) comply with the following low speed turning performance measures for a maximum-sized standard motor vehicle:
 - (i) swept width must not exceed 7.0 m;
 - (ii) tail swing must not exceed 0.3 m;
 - (iii) frontal swing must not exceed 0.75 m;
 - (iv) steady state low speed swept width must not exceed 5.25 m.
- 6.29 Exceptions to restricted travel times for unforeseen delays or emergency vehicles**
- 6.29(1) If there is an unforeseen delay in a journey for an overdimension vehicle and a travel restriction prohibits the completion of the journey, the vehicle may continue its journey if—
 - (a) there is no place to park safely; and
 - (b) the New Zealand Police are notified and agree to the extended travel time.
- 6.29(2) An extended travel time in 6.29(1) must not exceed 30 minutes, unless an extended travel time greater than 30 minutes is necessary for the vehicle to reach a destination where it can park safely and the New Zealand Police agree to this.
- 6.29(3) Travel time restrictions in 6.21 to 6.27 do not apply to a motor vehicle that is being used in an emergency if the operator of the vehicle can provide evidence that the vehicle was required by—
 - (a) a road controlling authority to repair, or restore access to, a road, or bridge; or
 - (b) an access provider to repair or restore rail access; or
 - (c) a territorial authority for the purposes of supplying or repairing reticulated water or sewerage; or
 - (d) a body or person that provides line function services, as defined by *section 2(1)* of the *Electricity Act 1992*; or

- (e) a body or person supplying reticulated natural gas, for the purposes of repair; or
- (f) the New Zealand Police to attend an incident or accident; or
- (g) a territorial or local authority to stabilise land or otherwise reduce an imminent risk to persons or property; or
- (h) the Controller, or any member of the New Zealand Police, or any person acting under their authority, to carry out emergency response work during a state of emergency declared under the *Civil Defence Emergency Management Act 2002*.

Piloting requirements

6.30 Responsibilities of operators of overdimension motor vehicles

The operator of an overdimension motor vehicle must ensure that—

- (a) there is an adequate number of pilot vehicles to accompany the vehicle so as to provide adequate warning to approaching traffic throughout the journey; and
- (b) persons accompanying the load, either as on-road supervisor, pilots or drivers, are able to meet the responsibilities in 6.31 and 6.32; and
- (c) if more than one pilot is required by the provisions of this Rule, or as a condition on a permit issued under this section, an on-road supervisor is designated.

6.31 Responsibilities of on-road supervisor

6.31(1) If no on-road supervisor is designated, the responsibilities of that person must be performed by the driver of the overdimension vehicle.

6.31(2) An on-road supervisor is responsible for ensuring that—

- (a) pilots (if present) and the load driver are appropriately briefed; and
- (b) the overdimension vehicle is operated in compliance with this Rule; and
- (c) where this Rule requires notice to be given to any person, that notice is given in accordance with the Rule.

6.32 Responsibilities of load pilots

- 6.32(1) Pilots are responsible for providing effective warnings to approaching vehicles and pedestrians.
- 6.32(2) If an approaching vehicle or pedestrian is likely to encroach into the path of an overdimension motor vehicle, the operator of a pilot vehicle must take all practicable steps to ensure that the driver of the approaching vehicle or the pedestrian is warned of the likely hazard so that the person has sufficient time to comply with the operator's instruction.
- 6.32(3) If the operator of a pilot vehicle considers that use of a sound warning device is necessary to ensure that the warning required in 6.32(2) is effective and such a device is available then the operator may use the sound warning device.

6.33 Minimum requirements for Category 1 vehicles and loads

- 6.33(1) An overdimension motor vehicle or overdimension load whose dimensions are within Category 1, and whose width exceeds 3.1 m, must be escorted by at least one Class 2 pilot vehicle, if operated—
- (a) at a speed exceeding 40 km/h during daylight hours; or
 - (b) at any speed during the hours of darkness.
- 6.33(2) An overdimension motor vehicle must be escorted by at least one Class 2 pilot vehicle, if—
- (a) the overdimension vehicle or its load encroaches over the centre-line of the road on which it is travelling by 500 mm or more; or
 - (b) the overdimension vehicle or its load encroaches over half the available road space where a centre-line is not marked; or
 - (c) the overdimension vehicle or its load does not allow sufficient remaining road space for another standard motor vehicle travelling in the opposite direction to pass without a significant reduction in speed; or
 - (d) the overdimension vehicle travels on a road where, without a pilot vehicle, there would be inadequate warning to approaching road users of the overdimension hazard.
- 6.33(3) Unless 6.33(2) applies, a motor vehicle whose dimensions are within Category 1 and whose width does not exceed 3.1 m does not have to be escorted by a Class 2 pilot vehicle if the vehicle's

low speed turning performance has been verified by a vehicle inspector or inspecting organisation as meeting the requirements in 6.33(4) and the vehicle including any load or equipment carried by or attached to the vehicle does not exceed the maximum dimensions specified by the vehicle inspector or inspecting organisation.

- 6.33(4) The low speed turning performance of a vehicle, for the purpose of 6.33(3), must—
- (a) be assessed using a method that is approved by the Agency and published on the Agency's website; and
 - (b) comply with the following low speed turning performance measures for a maximum-sized standard motor vehicle:
 - (i) swept width must not exceed 7.0 m;
 - (ii) tail swing must not exceed 0.3 m;
 - (iii) frontal swing must not exceed 0.75 m;
 - (iv) steady state low speed swept width must not exceed 5.25 m.

6.34 Minimum requirements for Category 2 vehicles and loads

- 6.34(1) An overdimension load or overdimension motor vehicle whose dimensions are within Category 2A or 2B must be escorted by at least one Class 2 pilot vehicle during daylight hours.
- 6.34(2) An overdimension load or overdimension motor vehicle whose dimensions are within Category 2C must be escorted by at least two Class 2 pilot vehicles during daylight hours.
- 6.34(3) An overdimension load or overdimension motor vehicle whose dimensions are within Category 2 must be escorted by at least one Class 1 pilot vehicle and one Class 2 pilot vehicle, if it is travelling on a road during the hours of darkness.
- 6.34(4) Despite 6.34(2) and 6.34(3), an overdimension motor vehicle whose dimensions are within Category 2 must be escorted by at least one Class 2 pilot vehicle if the vehicle's swept path performance has been verified by a vehicle inspector or inspecting organisation as meeting the swept path performance of a Category 1 overdimension motor vehicle specified in 6.34(5) and the vehicle including any load or equipment carried by or attached to the vehicle does not exceed the maximum dimensions specified by the vehicle inspector or inspecting organisation.

- 6.34(5) The maximum swept path of a Category 1 overdimension motor vehicle, for the purpose of 6.34(4), must—
- (a) be assessed using a method that is approved by the Agency and published on the Agency's website; and
 - (b) not exceed 4.7 m through a 90-degree turn inside a 50 m radius wall at up to 5 km/h.

6.35 Minimum requirements for Category 3 and Category 4 vehicles and loads

- 6.35(1) An overdimension load or overdimension motor vehicle whose dimensions are within Category 3 with a rear overhang of 7 m or less must be escorted by at least one Class 2 pilot vehicle and one Class 1 pilot vehicle at all times.
- 6.35(2) An overdimension load or overdimension motor vehicle whose dimensions are within Category 3 with a rear overhang of more than 7 m or within Category 4 must be escorted by at least two Class 2 pilot vehicles and one Class 1 pilot vehicle at all times.

6.36 Convoys of overdimension vehicles or loads

- 6.36(1) Despite 6.33 and 6.34, if up to three agricultural motor vehicles are travelling in convoy and all have dimensions within Category 1 or Category 2, the requirements of 6.30(a) will be met by—
- (a) one pilot vehicle at the front of the convoy; and
 - (b) one pilot vehicle at the rear of the convoy.
- 6.36(2) Despite 6.33, 6.34, and 6.35, if two or more motor vehicles designed primarily to transport an overdimension or overweight load or both that meet the criteria in 6.7(1), and that have the same point of departure and the same point of destination, are travelling in convoy, the requirements of 6.30(a) will be met if—
- (a) at least one Class 1 pilot vehicle and three Class 2 pilot vehicles travel with the convoy; and
 - (b) the convoy does not travel on any road where traffic volumes exceed 50 vehicles an hour.
- 6.36(3) If two or more overdimension motor vehicles are travelling in convoy in accordance with a permit issued under this section, the piloting requirements specified in the permit must be complied with.

6.37 Requirement to travel with Class 1 pilot vehicle and obtain road controlling authority permission in certain circumstances

An overdimension load or overdimension motor vehicle that is travelling in the lane for opposing traffic on a median-divided road or at a controlled intersection must be escorted by at least one Class 1 pilot vehicle and must have road controlling authority permission.

6.38 Overdimension motor vehicles travelling less than 500 m during daylight hours

Despite 6.33, 6.34, and 6.35, an overdimension motor vehicle that is travelling less than 500 m during daylight hours does not need to be accompanied by a pilot vehicle if the vehicle can travel safely without impeding other traffic.

6.39 Operator of pilot vehicle must be enforcement officer or have completed pilot driver's course

The operator of a pilot vehicle must either be an enforcement officer or have completed a Class 1 or Class 2 pilot driver's course approved by the Agency.

6.40 Exception to piloting requirements for snow plough

6.40(1) Despite 6.33, 6.34 and 6.35, an overdimension motor vehicle does not need to be accompanied by a pilot vehicle if that vehicle is a snow plough operating under the authority of the road controlling authority for the purpose of clearing snow.

Note: The Class 2 pilot qualification is the entry level qualification. The Class 1 pilot qualification is the advanced qualification.

Pilot vehicles

6.41 Pilot vehicles: General

6.41(1) A pilot vehicle must have sufficient manoeuvrability and dynamic performance to enable it to carry out its primary duty of providing adequate warning to road users.

6.41(2) A pilot vehicle must be clearly identifiable as a vehicle that is providing a warning of the overdimension motor vehicle that it is escorting.

6.41(3) A pilot vehicle may not carry an overdimension load or tow a trailer with an overdimension load.

- 6.41(4) A pilot vehicle may be equipped with a sound warning device that is—
- (a) additional to the device required by Land Transport Rule: Vehicle Equipment 2004; and
 - (b) is not a device prohibited by that Rule.
- 6.41(5) A Class 1 pilot vehicle must be—
- (a) substantially white in colour; and
 - (b) a motor vehicle with a gross vehicle mass not exceeding 3,500 kg.
- 6.41(6) All pilot vehicles and overdimension motor vehicles in a convoy must be in radio communication with each other.
- 6.42 Front pilot vehicles**
- 6.42(1) A Class 2 pilot vehicle at the front of an overdimension motor vehicle must be a motor vehicle with a gross vehicle mass not exceeding 7,000 kg.
- 6.42(2) A pilot vehicle at the front of an overdimension motor vehicle may not tow another vehicle.
- 6.42(3) A pilot vehicle at the front of an overdimension motor vehicle must display above its roof a warning sign as specified in *Part 3 of Schedule 7*, or a variable message sign that has been approved by the Agency, in accordance with 6.45(1).
- 6.43 Rear pilot vehicles**
- 6.43(1) Except as provided in 6.43(2), a pilot vehicle at the rear of an overdimension motor vehicle must be a rigid motor vehicle with not more than three axles.
- 6.43(2) A pilot vehicle at the rear of an overdimension motor vehicle may tow a simple trailer with a maximum of two axles.
- 6.43(3) A pilot vehicle (or its trailer) at the rear of an overdimension motor vehicle must display a warning sign as specified in *Part 3 of Schedule 7* or a variable message sign that has been approved by the Agency in accordance with 6.45(1), that faces towards the rear of the vehicle (or the trailer, if the pilot vehicle is towing a trailer) and describes the load ahead of it.
- 6.43(4) The operator and driver of an overdimension motor vehicle must ensure that appropriate measures are taken to minimise the risks to the safety of road users presented by a pilot vehicle that is

operating at the rear of an overdimension vehicle, particularly when the pilot vehicle has stopped.

6.44 Pilot signs

- 6.44(1) A pilot warning sign must comply with the size and colour specifications in *Part 3 of Schedule 7*, or with a variable message sign that has been approved by the Agency in accordance with 6.45(1).
- 6.44(2) The pilot warning sign required by this Rule, may be displayed only when the pilot vehicle is escorting an overdimension vehicle.
- 6.44(3) A Class 1 pilot vehicle must clearly display on the exterior of the vehicle a pilot logo, device, or marking, (or a combination of these), that is approved by the Agency in accordance with 6.45(4).
- 6.44(4) A Class 2 pilot vehicle may display on the exterior of the vehicle a pilot logo, device or marking (or a combination of these), that is approved by the Agency in accordance with 6.45(4).

6.45 Agency may approve alternative variable message sign, logo, device or marking

- 6.45(1) The Agency may approve a variable message sign—
- (a) for use on a pilot vehicle at the front of an overdimension motor vehicle that describes the load that follows; or
 - (b) for use on a pilot vehicle at the rear of an overdimension motor vehicle that describes the load ahead.
- 6.45(2) The Agency may only approve a variable message sign under 6.45(1) if the variable message sign provides a warning to approaching vehicles that is as effective as, or better than, the warning provided by the relevant warning sign specified in *Part 3 of Schedule 7*.
- 6.45(3) If the Agency approves a variable message sign under 6.45(1) the Agency must publish a notice on the Agency's website—
- (a) describing the variable message sign; and
 - (b) specifying the circumstances or conditions under which the variable message sign may be used.
- 6.45(4) The Agency may approve a logo, device or marking to be displayed on the exterior of a Class 1 or Class 2 pilot vehicle that distinguishes the pilot vehicle from other vehicles on the

road and may specify the position on the vehicle, or any other distinguishing feature, of the logo, device, or marking.

6.46 Lighting requirements for pilot vehicles

- 6.46(1) Except as provided in 6.46(7), the headlamps of a pilot vehicle must be operated on low beam when the pilot vehicle is escorting an overdimension motor vehicle during daylight hours.
- 6.46(2) The lighting in 6.46(3) to 6.46(8) may be operated only when a pilot vehicle is escorting an overdimension motor vehicle.
- 6.46(3) Except as provided in 6.46(4), a Class 2 pilot vehicle must have one or two flashing or revolving amber beacons fitted to its roof unless 6.46(5) applies.
- 6.46(4) An overdimension motor vehicle whose load exceeds 5 m in width must be escorted by at least one Class 1 pilot vehicle and at least two Class 2 pilot vehicles, each of which has fitted to its roof, and operates—
- (a) during daylight hours, two amber flashing or revolving beacons on the right, and two purple flashing or revolving beacons on the left; and
 - (b) during the hours of darkness, one amber flashing or revolving beacon on the right, and two purple flashing or revolving beacons on the left.
- 6.46(5) Despite 6.46(4), if the beacons required to be fitted to the roof of a pilot vehicle at the rear of an overdimension motor vehicle would not be clearly visible to following traffic then the beacons, or equivalent additional beacons, must be fitted to the rear of the pilot vehicle, or its trailer, in a position that ensures the beacons are clearly visible to traffic approaching from the rear of the overdimension motor vehicle.
- 6.46(6) If an overdimension motor vehicle has a width exceeding 5 m, the pilot vehicle that is travelling furthest ahead must display one pair of alternately flashing auxiliary lamps that emit a purple light clearly visible to approaching traffic in addition to the beacons required in 6.46(4).
- 6.46(7) If an overdimension motor vehicle has a width that exceeds 5 m, the pilot vehicle that is travelling furthest ahead may operate with one pair of alternately flashing headlamps, which must be operated on low beam, when the pilot vehicle is escorting an overdimension motor vehicle during daylight hours.

- 6.46(8) During the hours of darkness, a pilot vehicle must be fitted with one or two lamps that emit a white light to illuminate a roof-mounted warning sign, provided that the light is not directly visible from the rear of the vehicle.

6.47 Pilot vehicle must display warning and information regarding hazard

A pilot vehicle must display adequate warning and information, consistent with the requirements of this Rule, concerning the overdimension hazard to approaching drivers.

6.48 Exceptions for enforcement officers' vehicles

Nothing in 6.41 to 6.47 applies to an enforcement officer piloting an overdimension vehicle and load, provided the pilot vehicle displays blue and red flashing lights.

Overdimension permits

6.49 Motor vehicle requires a permit to exceed certain dimension limits

- 6.49(1) An operator of one of the following motor vehicles must apply for, and be issued with, an overdimension permit by the Agency:

- (a) a motor vehicle with width and forward-distance combination fitting within Category 3 or Category 4:
- (b) a motor vehicle with a height exceeding 5 m:
- (c) a motor vehicle with a front overhang or rear overhang exceeding 7 m:
- (d) a motor vehicle with an overall length exceeding 25 m:
- (e) a motor vehicle in any of Categories 1, 2, 3 or 4 that, is unable, for a particular reason, to comply with the operational requirements that apply to its category.

- 6.49(2) The fees for applying for a permit and for the issue of a permit under 6.49(1) are specified in *regulation 12B* of the *Land Transport (Certification and Other Fees) Regulations 2014*.

6.50 Criteria for issuing a permit

- 6.50(1) The Agency may, in considering an application for a permit, have regard to—

- (a) the suitability of the route;
- (b) potential congestion affecting other traffic:

- (c) the adequacy of the risk management measures identified by the operator;
- (d) any breaches of conditions of any permit previously issued to the operator under this Rule or *Land Transport Rule: Vehicle Dimensions and Mass 2002* and any traffic offending history of the operator.

6.50(2) The Agency must not issue an overdimension permit if—

- (a) a road controlling authority notifies the Agency that it objects to the permit being issued; or
- (b) the overdimension load could otherwise be transported within the dimension limits in *Schedule 2*; or
- (c) the vehicle or load would exceed vehicle design mass limits.

6.51 Application for overdimension permit

6.51(1) An application for an overdimension permit under 6.49 must include—

- (a) a description of the overdimension load or vehicle (if applicable); and
- (b) the proposed route (if requested by the Agency); and
- (c) the name of the operator; and
- (d) any other information required by the Agency.

6.51(2) An application for a permit for a vehicle in Category 4 must also include a statement that the route has been assessed, and the load can be safely managed—

- (a) by meeting the piloting requirements set out in this rule; or
- (b) with necessary risk management measures, that are additional to the requirements of the rule, for defined sections of the route.

6.51(3) An application for a permit for a vehicle in Category 4B must, in addition to the requirements in 6.51(2), include an engineering assessment of the matters determined by the Agency in accordance with 6.51(4) that relate to—

- (a) the route; and
- (b) the suitability of the vehicle; and
- (c) the adequacy of load stability and security.

- 6.51(4) The Agency must determine the engineering matters that are to be assessed by an applicant for a permit for a vehicle in Category 4B and publish details on the Agency's website.

6.52 Form of permit

- 6.52(1) A permit issued under 6.49 must include—
- (a) a description of the overdimension load or overdimension vehicle; and
 - (b) the name of the operator of the vehicle or load; and
 - (c) the conditions prescribed in this rule under which the permit is invalid; and
 - (d) the critical conditions prescribed in 6.53.
- 6.52(2) A permit issued under 6.49 may specify the following additional conditions:
- (a) restrictions on the vehicle's speed;
 - (b) the route to be followed;
 - (c) pilots and pilot vehicles additional to those required by the rule;
 - (d) the configuration of the vehicle on which the load is to be carried;
 - (e) any additional conditions, under which the vehicle must be operated, that the Agency considers necessary.
- 6.52(3) If a permit authorises the movement of two or more overdimension vehicles in convoy, the permit must specify piloting requirements.

6.53 Vehicle operating under a permit must comply with critical conditions

A vehicle operating under a permit issued under 6.49 must comply with the following critical conditions:

- (a) the vehicle or its load must not exceed the lesser of—
 - (i) the dimension limits for its Category stated in the permit; or
 - (ii) if the permit states the maximum width, a width of that maximum plus 0.5 m; and
- (b) the operator must ensure pilots as specified on the permit are provided or, if not specified on the permit, as required by this rule.

6.54 Additional requirements imposed on overdimension vehicle or load operating under a permit

- 6.54(1) If aware of the presence on the road of another overdimension vehicle that may create a hazardous situation, or if advised by New Zealand Police or the Agency or any other road controlling authority of this, the operator of each overdimension vehicle must manage the operation of their vehicle's movement in relation to that other vehicle.
- 6.54(2) If the vehicle or load exceeds 5 m in width, the operator of a motor vehicle operating under a permit must notify the Agency at least 30 minutes before the journey is to begin.
- 6.54(3) A permit or other authorisation issued under this section must—
- (a) be carried in any readable format in the vehicle for the period of travel covered by the permit; and
 - (b) be produced on demand for inspection by an operator of a pilot vehicle or an enforcement officer.

6.55 Validity of a permit

- 6.55(1) A permit issued under this section is invalid if it is altered without the authority of the Agency.
- 6.55(2) A permit only applies to the overdimension load or vehicle described on the permit.
- 6.55(3) A permit is invalid if the vehicle transporting the overdimension load or the overdimension vehicle is not being operated by the person named on the permit.

6.56 Revocation of a permit

- 6.56(1) The Agency may revoke a permit if the Agency considers there is a significant risk to public safety.
- 6.56(2) The revocation of a permit must be advised as soon as is practicable to the operator or the on-road supervisor, giving reasons for the revocation.
- 6.56(3) A revocation of a permit takes effect immediately, or at such later time as is specified, after it is advised to the operator or the on-road supervisor.

6.57 Overdimension permit not required in certain circumstances

Despite 6.49, an overdimension motor vehicle does not have to be operated under a permit if the operator can provide evidence that the vehicle was required by—

- (a) a road controlling authority to repair, or restore access to, a road, or bridge; or
- (b) an access provider to repair or restore rail access; or
- (c) a territorial authority for the purposes of supplying or repairing reticulated water or sewerage; or
- (d) a body or person that provides line function services, as defined by *section 2(1)* of the *Electricity Act 1992*; or
- (e) a body or person supplying reticulated natural gas, for the purposes of repair; or
- (f) the New Zealand Police to attend an incident or accident; or
- (g) a territorial or local authority to stabilise land or otherwise reduce an imminent risk to persons or property; or
- (h) the Controller, or any member of the New Zealand Police, or any person acting under their authority, to carry out emergency response work during a state of emergency declared under the *Civil Defence Emergency Management Act 2002*.

6.58**Enforcement officer may approve immediate use of overdimension motor vehicle in emergency or unforeseen circumstances**

Despite 6.49, an enforcement officer may—

- (a) approve the immediate use of an overdimension motor vehicle on a road in an emergency or unforeseen circumstance; and
- (b) impose any conditions considered necessary to ensure that the overdimension vehicle is operated safely.

Part 2

Definitions and vehicle classes

Definitions

Note: A term defined in section 2 of the Land Transport Act 1998, and not defined differently below, may be interpreted by reference to the Act.

Access provider has the meaning given in the Railways Act 2005

Agency means the New Zealand Transport Agency established under section 93 of the Land Transport Management Act 2003

Agricultural motor vehicle—

- (a) means a motor vehicle that is designed, constructed, or adapted for agricultural purposes; and
- (b) includes—
 - (i) an agricultural trailer; and
 - (ii) an agricultural tractor; but
- (c) does not include any vehicle that is—
 - (i) of a class specified in Table A of Part 2 of Land Transport Rule: Vehicle Standards Compliance 2002; and
 - (ii) designed or constructed for general road use

Agricultural purpose—

- (a) includes—
 - (i) land cultivation;
 - (ii) growing and harvesting crops (including horticulture and viticulture);
 - (iii) rearing livestock;
 - (iv) any land management operation undertaken in connection with:
 - (A) the operation or management of a farm; or
 - (B) a purpose described in *subparagraphs (i) to (iii)*; but
- (b) does not include forestry, or any land management operation not referred to in *paragraph (a)(iv)*

Agricultural tractor means a vehicle that is designed and constructed principally for the purposes of—

- (a) towing an agricultural trailer; or
- (b) drawing, or powering, an implement ordinarily used for an agricultural purpose

Agricultural trailer—

- (a) means a trailer that is used principally for agricultural purposes; and
- (b) includes a wheeled agricultural implement, the wheels of which are in contact with the road when the implement is being towed; but
- (c) does not include—
 - (i) a trailer that is—
 - (A) designed principally for the carriage of goods; and
 - (B) operated at a speed exceeding 40 km/h; or
 - (ii) a logging trailer

Ambulance service means a service that complies with the requirements in *NZS 8156:2002 Ambulance Sector Standard*

Articulated bus means a bus consisting of two or more rigid sections that—

- (a) articulate relative to each other; and
- (b) have interconnecting passenger compartments that allow passengers to move freely between them; and
- (c) are not easily detachable from each other without specialist equipment

Articulated vehicle means any motor vehicle with a semi-trailer attached, so that part of the semi-trailer is superimposed upon the motor vehicle and a substantial part of the weight of the semi-trailer and of its load is borne by the motor vehicle

A-train means an articulated vehicle towing a full trailer

Axle means one or more shafts, spindles, or bearings in the same vertical transverse plane by means of which, in conjunction with wheels mounted on those shafts, spindles, or bearings, a portion of the weight of the vehicle is transmitted to the roadway, and—

- (a) if two or more wheels of a motor vehicle are substantially in the same line transversely and some or all of them have separate axles, the axles of all those wheels are to be treated as one axle;
- (b) if the longitudinal centre-line of an axle of a motor vehicle is less than 1 m distant from the longitudinal centre-line of another axle, the two axles are to be treated as one axle (“a dual axle”);
- (c) for the purposes of measuring the distance of a dual axle from any other axle, the measurement is taken from the longitudinal centre-line of the axle that is nearer to the axle from which the distance is to be measured

Axle set means a single axle set, a tandem axle set, a twin-steer axle set, a tri-axle set, or a quad-axle set

Beacon means a warning lamp comprising one or more sources designed to emit a flashing light or a revolving beacon of light

Brake code mass has the meaning given in *Schedule 4 of Land Transport Rule: Heavy-vehicle Brakes 2006*

B-train means a motor vehicle comprising a towing vehicle and two semi-trailers connected at two points of articulation where the forward-distance of the longer trailer divided by the forward-distance of the shorter trailer does not exceed 1.4 m

Caravan trailer means a trailer that is permanently equipped with features intended to make the vehicle suitable as a person's dwelling place, and must include at least one sleeping berth and one table, both of which may be of a design that allows them to be retracted or folded away

Category, in relation to an overdimension vehicle, means the category assigned to that vehicle by *Part 1 of Schedule 6*

Class, in relation to vehicles, means a category of vehicle of one of the Groups A, L, M, N and T, as specified in *Table A: Vehicle classes*

Combination vehicle means a towing vehicle in combination with one or more trailers or other motor vehicle that is being towed

Controller means the person who is the National Controller in accordance with *section 10*, or a Group Controller appointed under *section 26*, of the *Civil Defence Emergency Management Act 2002*

Converter dolly means an individual trailer unit with a fifth wheel coupling used to convert a semi-trailer to a full trailer. A dolly must have either—

- (a) a rigid drawbar associated with an oscillating fifth wheel and a single axle or a tandem axle set; or
- (b) a tandem axle set with a hinged drawbar with a fixed fifth wheel

Direction-indicator means a lamp used for signalling an intention to change direction to the right or to the left

Emergency services means New Zealand Police, New Zealand Fire Service or an ambulance service

Enforcement officer has the meaning given in *section 2* of the *Land Transport Act 1998*

Forklift means a motor vehicle (not fitted with self-laying tracks) designed principally for lifting, carrying and stacking goods by means of one or more tines, platens, or clamps

Forward-distance means—

- (a) in relation to a rigid vehicle, or the front section of an articulated bus, the distance from the rear axis to the front of the vehicle or its load, whichever is foremost:

- (b) in relation to a full trailer, the distance from the rear axis to the front of the trailer (excluding the drawbar and front axle set with its associated carriage) or its load, whichever is foremost:
- (c) in relation to a simple trailer, or the rear section of an articulated bus, the distance from the rear axis to the centre of the point of attachment to the towing vehicle:
- (d) in relation to a semi-trailer, the distance from the rear axis to the centre of the kingpin:
- (e) in relation to a pole trailer with only one axle set, the distance, excluding load, from the trailer's rear axis to the centre of the point of attachment to the towing vehicle with the drawbar fully extended:
- (f) for a pole trailer having two axle sets, the distance, excluding load, from the trailer's front axis to the centre of the point of attachment on the towing vehicle with the drawbar fully extended

Frangible means breakable or readily deformable

Front axis means—

- (a) the centre point of the front axle set of a trailer that has two axle sets and is steered by the front axle set; or
- (b) the centre of the foremost axle of a rigid vehicle with motive power

Front overhang means the distance measured to the foremost point of the vehicle, including its load but in the case of a full trailer excluding the drawbar, from the following positions:

- (a) for a rigid vehicle, from the front edge of the driver's seat, when in the rearmost position; or
- (b) for a semi-trailer, the centre of the kingpin; or
- (c) for a full trailer, the centre of the turntable; or
- (d) for a simple trailer, the centre of the tow coupling; or
- (e) for the load of a pole trailer combination, the centre of the turntable on the towing vehicle

Full trailer means a trailer with two axle sets, the foremost of which is steered by a drawbar; and includes a semi-trailer with non-steering axles coupled to a converter dolly

Gross combination mass has the meaning given in *Land Transport Rule: Heavy Vehicles 2004*

Gross mass, in relation to any vehicle or combination vehicle, means the total mass of that vehicle and its load, equipment, and accessories, which may be determined by calculating the sum of the mass on the vehicle's axles or axle sets

Gross vehicle mass means the maximum safe operating mass for a vehicle (including the mass of any accessories, crew, passengers, or load) that is derived from the design, capabilities, and capacities of the vehicle's construction, systems, and components, and that—

- (a) is determined by—
 - (i) the Agency; or
 - (ii) the manufacturer of the vehicle; or
 - (iii) if the vehicle is modified after manufacture, a certifier approved by the Agency; and
- (b) may be recorded on the register of motor vehicles as a weight in kilograms

Heavy motor vehicle means a motor vehicle that is either—

- (a) of Class MD3, MD4, ME, NB, NC, TC or TD; or
- (b) a vehicle (not of a class specified in Table A: Vehicle classes) with a gross vehicle mass that exceeds 3,500 kg

Heavy passenger service vehicle means a passenger service vehicle with a gross vehicle mass that exceeds 3,500 kg

High-productivity motor vehicle (HPMV) means a heavy motor vehicle or heavy combination vehicle that is operating under a permit issued under this Rule to, with or without a load—

- (a) exceed a gross mass of 44,000 kg; or
- (b) vary from a dimension requirement in *Schedule 2* listed in 5.9(5); or
- (c) both exceed a gross mass of 44,000 kg and vary from a dimension requirement in *Schedule 2* listed in 5.9(5)

Hours of darkness means—

- (a) any period of time between half an hour after sunset on one day and half an hour before sunrise on the next day; or
- (b) any other time when there is not sufficient daylight to render clearly visible a person or a vehicle at a distance of 100 m

Indivisible load means a load that cannot reasonably (without disproportionate effort, expense or risk of damage to the load) have its size reduced or be divided into two or more sections for road transport; and includes loads specified in this rule as indivisible

Inter-vehicle spacing means the distance between a towing vehicle (excluding the tow coupling shroud) and trailer (excluding the drawbar or tow rope or front dolly but including the load)

Level surface (including reasonably level surface) in relation to a road, means a road or weigh platform including weigh scale surfaces of such a minimal gradient

that the heavy motor vehicle or combination vehicle on it does not move in a forwards or backwards direction after the enforcement officer has requested all brakes on such vehicle be released. The vehicle should not otherwise be restrained by any artificial restraining force, such as chocks, when the enforcement officer requests that the brakes be released

Light motor vehicle means a motor vehicle with a gross vehicle mass that is 3,500 kg or less

Light passenger service vehicle means a passenger service vehicle with a gross vehicle mass that is 3,500 kg or less

Load includes part of a load, and—

- (a) includes covers, ropes, ties, blocks, tackles, barrows, or other equipment or objects used in the securing or containing of a load on a vehicle or the loading or unloading of a vehicle, whether or not any other load is on the vehicle; but
- (b) does not include animal wastes discharged from animals being carried on a vehicle at the time

Load-sharing axle set means an axle set suspension system that has effective damping characteristics on all axles of the set and is built to divide the load between the tyres on the set so that no tyre carries a mass more than 10% greater than the mass it would carry if—

- (a) the load were divided in the axle set so that each tyre carries an equal load; or
- (b) the axle set is a tandem axle set comprising a twin-tyred axle and a single large-tyred axle and is built to divide the load between the tyres on the set so that—
 - (i) 60% of the load is borne by the twin-tyred axle and 40% of the load is borne by the single large-tyred axle; or
 - (ii) 55% of the load is borne by the twin-tyred axle and 45% of the load is borne by the single large-tyred axle

Load-sharing trailer means a type of short, load-sharing semi-trailer, that is not designed to directly carry any goods, and that has one or more axles equipped with a kingpin, a fifth wheel and other parts necessary for attaching it to the rear end of a towing vehicle and the front portion of a second gooseneck trailer

Low volume vehicle has the meaning given in *Land Transport Rule: Vehicle Standards Compliance 2002*

Manned steering jinker means a specialised load-bearing vehicle that is steered by an operator and that is used to carry the rear of a long load

Mass, in relation to a vehicle, means the quantity of material contained in or on the vehicle that, when subjected to acceleration due to gravity, will exert downwards on a level surface a force that can be measured as the weight of the vehicle

Maximum towed mass has the meaning given in *Land Transport Rule: Heavy Vehicles 2004*

Mobile crane means a non-load carrying self-propelled vehicle designed solely or principally for lifting objects using a boom with lifting gear

Modify, in relation to a vehicle, means to change the vehicle from its original state by altering, substituting, adding or removing any structure, system, component or equipment; but does not include repair

Motor vehicle has the meaning given in *section 2* of the *Land Transport Act 1998*.

Non-steering axle means any axle of a vehicle the wheels of which remain substantially parallel with the longitudinal centre-line of the vehicle while the vehicle is turning

Operate, in relation to a vehicle, means to drive or use the vehicle on a road, or to cause or permit the vehicle to be on a road or to be driven on a road, whether or not the person is present with the vehicle, and operator has a corresponding meaning

Oscillating axle means any axle that complies with the following provisions:

- (a) the axle has four wheels and four or eight tyres attached to it, consisting of two pairs of wheels; and
- (b) each of the pair of wheels is mounted on a separate axle affixed to the vehicle so as to share the load equally between the two wheels and to permit oscillation of the separate axles in a vertical transverse plane that is at right angles to the longitudinal centre-line of the vehicle; and
- (c) the centre of each such wheel is at least 500 mm distant from the centre of every other wheel fitted to the motor vehicle

Overall length means the length of a vehicle or vehicle combination measured in a straight line, and includes—

- (a) the length of any load; and
- (b) the length of the drawbar in a fully extended horizontal straight ahead position measured to the towing eye centre of a full trailer when measured on its own

Overdimension load means an indivisible load on a motor vehicle that exceeds the dimension limits in *Schedule 2*

Overdimension motor vehicle means a motor vehicle or combination vehicle (including any load) that exceeds one or more of the dimension limits in *Schedule 2*

Overweight motor vehicle means a motor vehicle or combination vehicle (including any load) that exceeds the gross mass limits for general access in *Part 2 of Schedule 3*

Passenger service vehicle has the meaning given in the *Land Transport Act 1998*

Pilot vehicle means a motor vehicle that escorts an overdimension and/or overweight motor vehicle, and that warns road users of the potential hazard created by the overdimension and/or overweight motor vehicle, or its load, or both

Pivot steer vehicle means a vehicle with a chassis that is split into two dependent parts that are connected by a permanent steering pivot

Pole trailer means a trailer that is attached to a towing vehicle by a telescoping or sliding pole, and is designed to support a common long load spanning between the trailer and the towing vehicle

Public transport service bus means a passenger service vehicle that is operating in a public transport service that is identified in or under a regional public transport plan as defined in the *Land Transport Management Act 2003*

Quad-axle set means a set of four axles where—

- (a) the centres of the first and fourth axles are spaced not less than 3.75 m and not more than 4 m apart; and
- (b) all axles contain an equal number of tyres; and
- (c) none of the axles is a single standard-tyred axle

Rear axis—

- (a) in relation to a vehicle with only one non-steering axle, means that axle;
- (b) in relation to a vehicle with a non-steering axle set of two axles, means:
 - (i) midway between those axles, if each axle has an equal number of tyres on it; or
 - (ii) two-thirds of the distance from the lesser-tyred axle towards the greater-tyred axle, if one axle has twice as many tyres on it as the other axle;
- (c) in relation to a vehicle with a non-steering tri-axle set or a non-steering quad-axle set, or an overdimension vehicle with more than three axles, means midway between the extreme axles of the set;
- (d) except as specified in *paragraph (e)*, in relation to a vehicle whose rear axle set includes one or more steerable axles in conjunction with one or more

non-steering axles, means midway between the extreme non-steering axles of the set;

- (e) in relation to a semi-trailer with two non-steering axles at the front and two steering axles at the rear, means the centre-line of the second non-steering axle;
- (f) in relation to a vehicle whose rear axle set includes one or more retracted axles in conjunction with one or more non-retracted axles, means midway between the extreme non-retracted axles of the set;
- (g) in relation to a vehicle that does not have an axle arrangement that is in *paragraphs (a) to (f)*, means a position determined by the Agency

Rear overhang—

- (a) for pole trailers transporting a long load, means the distance from the rear axis or centre of the bolster to the rear of the vehicle or its load, whichever is greater; and
- (b) for all other vehicles, means the distance from the rear axis to the rear of the vehicle or its load, whichever is the greater

Rear trailing unit distance means the maximum distance from the centre of the fifth wheel or tow coupling on the towing vehicle to the rear of the combination

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment; and includes the replacement of damaged or worn structures, systems, components and equipment with equivalent undamaged or new structures, systems, components and equipment

Retractable axle means an axle that has a convenient adjustment to allow the axle load distribution of the axle set to be varied substantially. An axle that is retracted is not considered to be part of the axle set

Rigid vehicle means a vehicle with motive power, driver's position and steering system, that does not have any pivot points to allow any part of the chassis of the vehicle to move or rotate in relation to any other part of the chassis of the vehicle; but includes a pivot steer vehicle

Road has the meaning given in *section 2* of the *Land Transport Act 1998*

Road controlling authority, in relation to a road, means the authority, body or person having control of the road; and includes a person acting under and within the terms of a delegation or authorisation given by the controlling authority

Roadway means that portion of the road used or reasonably usable for the time being for vehicular traffic in general

Rubbish truck means a vehicle designed and constructed for the collection and transport of rubbish and to which is fitted a compactor

Semi-trailer means a trailer with only one axle set where the point of attachment to the towing vehicle or leading trailer—

- (a) is no further rearward than the rearmost axle of the towing vehicle or rearmost axle of the leading trailer; or
- (b) if the towing vehicle is a rigid vehicle and has more than one axle in its rear axle set, is no more than 300 mm rearward of the rear axis of the towing vehicle

Side lamp means a vehicle lamp of lower power than the head lamps used for the purpose of indicating the presence of the vehicle when seen from a distance and also of indicating the approximate width of the vehicle; and includes:

- (a) a forward-facing side lamp, being a lamp indicating primarily the front end of the vehicle;
- (b) a rearward-facing side lamp (rear lamp, red tail-lamp), being a lamp emitting a red light indicating primarily the rear end of the vehicle;
- (c) a sideways-facing side lamp, being a lamp mounted between the front and rear extremities on the side to indicate primarily the side of the vehicle

Simple trailer means a trailer (other than a semi-trailer) that has only one axle set

Single-tyred axle means any axle fitted with two or more wheels, but which is neither an oscillating axle nor a twin-tyred axle

Single axle set means either one axle or two axles having their centres spaced less than 1 m apart

Single large-tyred axle means a single-tyred axle where the manufacturer's designated tyre section width is 355 mm or more but less than 444 mm

Single mega-tyred axle means a single-tyred axle where the manufacturer's designated tyre section width is 444 mm or more

Single standard-tyred axle means a single-tyred axle where the manufacturer's designated tyre section width is less than 355 mm

Specialist overdimension motor vehicle means a motor vehicle that is designed for a primary purpose of carrying out a specialist function that requires overdimension equipment and is not primarily designed to transport overdimension or overweight loads

Standard load means a load that will fit on a motor vehicle within the dimension limits in *Schedule 2* and within the mass limits for general access in *section 4*

Standard motor vehicle means a motor vehicle whose dimension limits comply with *Schedule 2* and mass limits comply with requirements for general access in *section 4*

Static Roll Threshold (SRT) means the maximum level of steady turning lateral acceleration a vehicle can tolerate without rolling over, which is expressed as a

proportion of “g” where “g” is the acceleration constant due to gravity (9.81 m/s/s)

Swept path means the maximum road width required by a vehicle when it negotiates a turn

Tandem axle set means an axle set comprising two axles having their centres spaced not less than 1 m and not more than 2 m apart

Towing vehicle means a rigid vehicle that tows a trailer or other motor vehicle

Tractor means a motor vehicle (not being a traction engine) designed exclusively for traction at speeds not exceeding 50 km/h

Traffic control device has the meaning given in *Land Transport Rule: Traffic Control Devices 2004*

Trailer means a vehicle without motive power that is capable of being drawn or propelled by a motor vehicle from which it is readily detachable but does not include—

- (a) a side-car attached to a motor cycle; or
- (b) a vehicle normally propelled by mechanical power while it is being temporarily towed without the use of its own power

Tri-axle set means a set of three axles, where—

- (a) the centres of the first and third axles are spaced not less than 2 m and not more than 3 m apart; and
- (b) all axles contain an equal number of tyres; and
- (c) none of the axles is a single standard-tyred axle

Twin-steer axle set means an axle set of two axles with single tyres, where both axles are connected to the same mechanism in order to steer similarly

Twin-tyred axle means any axle, not being an oscillating axle, that has a wheel track of 1.3 m or more and is equipped with four or more tyres

Vehicle has the meaning given in the *Land Transport Act 1998*

Vehicle axle index (VAI) means a rating, determined by a road controlling authority which—

- (a) indicates the relative effect on road pavements of the mass on the axles of a motor vehicle compared to standard axle mass; and
- (b) describes the highest rating for any of the axles on the vehicle

Vehicle inspector or inspecting organisation has the meaning given in *Land Transport Rule: Vehicle Standards Compliance 2002*

Vehicle recovery service vehicle means a vehicle used in a vehicle recovery service for towing or transporting on a road any motor vehicle; but does not

include a vehicle that is not designed or adapted for the purpose of towing or carrying motor vehicles

Visible means visible under normal atmospheric conditions to a driver of normal vision

Wheelbase means the distance from a vehicle's rear axis to its front axis

Table A—Vehicle classes

Class	Description
AA (Pedal cycle)	A vehicle designed to be propelled through a mechanism solely by human power.
AB (Power-assisted pedal cycle)	A pedal cycle to which is attached one or more auxiliary propulsion motors having a combined maximum power output not exceeding 300 watts.
LA (Moped with two wheels)	A motor vehicle (other than a power-assisted pedal cycle) that: (a) has two wheels; and (b) either: (i) has an engine cylinder capacity not exceeding 50 ml and a maximum speed not exceeding 50 km/h; or (ii) has a power source other than a piston engine and a maximum speed not exceeding 50 km/h.
LB (Moped with three wheels)	A motor vehicle (other than a power-assisted pedal cycle) that: (a) has three wheels; and (b) either: (i) has an engine cylinder capacity not exceeding 50 ml and a maximum speed not exceeding 50 km/h; or (ii) has a power source other than a piston engine and a maximum speed not exceeding 50 km/h.
LB 1	A Class LB motor vehicle that has one wheel at the front and two wheels at the rear.
LB 2	A Class LB motor vehicle that has two wheels at the front and one wheel at the rear.
LC (Motor cycle)	A motor vehicle that: (a) has two wheels; and (b) either: (i) has an engine cylinder capacity exceeding 50 ml; or (ii) has a maximum speed exceeding 50 km/h.
LD (Motor cycle and side-car)	A motor vehicle that: (a) has three wheels asymmetrically arranged in relation to the longitudinal median axis; and (b) either: (i) has an engine cylinder capacity exceeding 50 ml; or (ii) has a maximum speed exceeding 50 km/h.
Side-car	A car, box, or other receptacle attached to the side of a motor cycle and supported by a wheel.
LE (Motor tri-cycle)	A motor vehicle that: (a) has three wheels symmetrically arranged in relation to the longitudinal median axis; and (b) has a gross vehicle mass not exceeding one tonne; and

Class	Description
	(c) either: (i) has an engine cylinder capacity exceeding 50 ml; or (ii) has a maximum speed exceeding 50 km/h.
LE 1	A Class LE motor vehicle that has one wheel at the front and two wheels at the rear.
LE 2	A Class LE motor vehicle that has two wheels at the front and one wheel at the rear.
Passenger vehicle	A motor vehicle that: (a) is constructed primarily for the carriage of passengers; and (b) either: (i) has at least four wheels; or (ii) has three wheels and a gross vehicle mass exceeding one tonne.
MA (Passenger car)	A passenger vehicle (other than a Class MB or Class MC vehicle) that has not more than nine seating positions (including the driver's seating position).
MB (Forward control passenger vehicle)	A passenger vehicle (other than a Class MC vehicle): (a) that has not more than nine seating positions (including the driver's seating position); and (b) in which the centre of the steering wheel is in the forward quarter of the vehicle's total length.
MC (Off-road passenger vehicle)	A passenger vehicle, designed with special features for off-road operation, that has not more than nine seating positions (including the driver's seating position), and that: (a) has four-wheel drive; and (b) has at least four of the following characteristics when the vehicle is unladen on a level surface and the front wheels are parallel to the vehicle's longitudinal centre-line and the tyres are inflated to the vehicle manufacturer's recommended pressure: (i) an approach angle of not less than 28 degrees; (ii) a breakover angle of not less than 14 degrees; (iii) a departure angle of not less than 20 degrees; (iv) a running clearance of not less than 200 mm; (v) a front axle clearance, rear axle clearance, or suspension clearance of not less than 175 mm.
Omnibus	A passenger vehicle that has more than nine seating positions (including the driver's seating position). An omnibus comprising two or more non-separable but articulated units shall be considered as a single vehicle.
MD (Light omnibus)	An omnibus that has a gross vehicle mass not exceeding 5 tonnes.
MD 1	An omnibus that has a gross vehicle mass not exceeding 3.5 tonnes and not more than 12 seats.

Class	Description
MD 2	An omnibus that has a gross vehicle mass not exceeding 3.5 tonnes and more than 12 seats.
MD 3	An omnibus that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 4.5 tonnes.
MD 4	An omnibus that has a gross vehicle mass exceeding 4.5 tonnes but not exceeding 5 tonnes.
ME (Heavy omnibus)	An omnibus that has a gross vehicle mass exceeding 5 tonnes.
Goods vehicle	<p>A motor vehicle that:</p> <ul style="list-style-type: none"> (a) is constructed primarily for the carriage of goods; and (b) either: <ul style="list-style-type: none"> (i) has at least four wheels; or (ii) has three wheels and a gross vehicle mass exceeding one tonne. <p>For the purpose of this description:</p> <ul style="list-style-type: none"> (a) a vehicle that is constructed for both the carriage of goods and passengers shall be considered primarily for the carriage of goods if the number of seating positions multiplied by 68 kg is less than 50% of the difference between the gross vehicle mass and the unladen mass; (b) the equipment and installations carried on special purpose vehicles not designed for the carriage of passengers shall be considered to be goods; (c) a goods vehicle that has two or more non-separable but articulated units shall be considered to be a single vehicle.
NA (Light goods vehicle)	A goods vehicle that has a gross vehicle mass not exceeding 3.5 tonnes.
NB (Medium goods vehicle)	A goods vehicle that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 12 tonnes.
NC (Heavy goods vehicle)	A goods vehicle that has a gross vehicle mass exceeding 12 tonnes.
Trailer	A vehicle without motive power that is constructed for the purpose of being drawn behind a motor vehicle.
TA (Very light trailer)	A single-axled trailer that has a gross vehicle mass not exceeding 0.75 tonnes.
TB (Light trailer)	A trailer (other than a Class TA trailer) that has a gross vehicle mass not exceeding 3.5 tonnes.
TC (Medium trailer)	A trailer that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 10 tonnes.

Class	Description
TD (Heavy trailer)	A trailer that has a gross vehicle mass exceeding 10 tonnes.

Note: The motor vehicle register contains additional classes to those listed in this Table

Part 3

Schedules

Schedule 1

Transitional and savings provisions

Ref: 1.4

- 1 Provisions relating to Land Transport Rule: Vehicle Dimensions and Mass 2016 as enacted**
- 1.1 A vehicle that was first registered in New Zealand before 1 February 2017, and that complies with dimension and mass limits imposed by or under any enactment in force before that date, may continue to operate under the dimension and mass limits imposed by or under that enactment.
- 1.2 A permit issued under *sections 5 or 6 of Land Transport Rule: Vehicle Dimensions and Mass 2002* that is current immediately before 1 February 2017 continues to be valid until it expires unless it is replaced or revoked.

Schedule 2

Dimension requirements

Ref. 3.2(1)

Table of dimension requirements for vehicles and vehicle combinations

Dimension	Distance¹ (metres except where indicated otherwise)
Width²	
Two-wheeled vehicles of Classes AA, AB, LA, and LC	1.1
All other vehicles	2.55, or 1.275 from each side of the longitudinal centre-line of the vehicle
Overall length³	
Towing vehicle, full trailer, pole trailer (excluding load)	11.5
Simple trailer	12.5
Rigid vehicle (not towing)	12.6
Rigid bus with three axles where the rearmost axle is a single-tyred steering axle that is—	13.5
(a) either positively and continuously linked to the front steer axle (except may be locked for reverse or high-speed operations); or	
(b) automatically locked at a speed of 30 km/h in the straight-ahead position or for reverse operations.	
Articulated bus	18
Towing vehicle and semi-trailer	19
Towing vehicle and full trailer—	
(a) excluding load;	20
(b) including load if load overhanging the rear of the trailer does not exceed 2.3 m in width, or 1.15 m from the longitudinal centre-line of the vehicle	22
Towing vehicle and simple trailer	22
Any other combination of vehicles	20

Dimension**Distance¹**

(metres except where indicated otherwise)

Height⁴

All vehicles

4.3

Forward-distance

Rigid vehicle

8.5 if fitted with tow coupling;

9.5 otherwise

Full trailer, simple trailer, pole trailer with drawbar at full extension, articulated bus (both front and rear sections)

8.5

Semi-trailer

9.2

Rear overhang

Heavy rigid vehicle whose rearmost axle is a non-steering axle

4.0 or 70% of wheelbase
(whichever is less)

Heavy rigid vehicle whose rearmost axle is a steering axle

4.25 or 70% of wheelbase
(whichever is less)

Rigid bus that exceeds 12.6 in overall length

4.5 or 72% of wheelbase
(whichever is less)

Articulated bus, heavy simple trailer, heavy pole trailer with one axle set

4.0 or 50% of forward-distance
(whichever is less)

Heavy semi-trailer other than a Class TC caravan trailer

4.3 or 50% of forward-distance
(whichever is less)

Heavy full trailer, heavy pole trailer with two axle sets

4.0 or 50% of wheelbase
(whichever is less)

Class TC caravan trailer that is a semi-trailer

4.0 or 65% of forward-distance
(whichever is less)

All other vehicles

4.0

Minimum ground clearance⁵

Heavy motor vehicle

The greater of 100 mm or 6% of the distance from the nearest axle to the point where the ground clearance is measured (except when vehicle is loading or unloading)

Light motor vehicle

No requirement

Front overhang

Dimension**Distance¹**

(metres except where indicated otherwise)

Semi-trailer	2.04 radius arc ahead of kingpin centre
Simple trailer	2.04 radius arc ahead of tow coupling centre
Full trailer	2.04 radius arc ahead of turntable centre
Pole trailer	2.04 radius arc ahead of turntable centre on towing vehicle
Agricultural motor vehicle	4.0
All other vehicles	3.0

Rear trailing unit distance

A-train, B-train, towing vehicle and two trailers	14.5
---	------

Articulated vehicle point of attachment
(excluding articulated buses)

No further rearward than the rearmost axle of the towing vehicle or rearmost axle of the leading trailer, and if the towing vehicle is a rigid vehicle and has more than one axle in its rear set, not more than 300 mm rearward of the rear axis of the towing vehicle

Tow coupling position⁶
(for towing heavy trailer)

Full trailer	45% of wheelbase of towing vehicle
Simple trailer	At least 700 mm rearward of the rear axis of the towing vehicle and not more than a distance equal to 50% of wheelbase
Articulated bus	45% of wheelbase of the leading unit

Coupling point distance

A-train ⁷	30% of forward-distance of semi-trailer
----------------------	---

Inter-vehicle spacing⁸

Dimension	Distance¹ (metres except where indicated otherwise)
Between any two consecutive vehicles in a combination, except for a laden pole trailer	4.0
Outside turning circle in either direction for 360-degree turn⁹	25.0 diameter (kerb to kerb, excluding collapsible mirrors)

Notes

- 1 Unless otherwise stated, the dimensions in *Schedule 2* are maximum dimensions.
- 2 For items not included in determining whether a vehicle complies with width restriction, see 3.4.
- 3 For items not included in determining whether a vehicle complies with overall length restriction, see 3.5
- 4 For restrictions on height, see 3.6(1); for items not included in determining whether a vehicle complies with height restrictions, see 3.6(2). Height limit is inclusive of load restraining devices.
- 5 For exceptions to the ground clearance requirement for a heavy motor vehicle, see 3.2(3) and 3.6(3).
- 6 The tow coupling position is the distance rearward from the motor vehicle's rear axis to the centre of the tow coupling.
- 7 The coupling point distance (for an A-train) is the distance between the rear axis of the semi-trailer and the tow coupling centre of the full trailer.
- 8 For other requirements relating to the inter-vehicle spacing between a towing vehicle and a full trailer, see 3.14(1).
- 9 Includes all attachments to vehicles except collapsible mirrors. For requirements relating to turning circle, see 3.7(1), 3.7(2).

Schedule 3

Mass limits

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Part 1

Axle mass limits—General access

Ref. 1.3(5), 4.2(2), 4.4(a)

Table 1.1A—Maximum mass on individual axles (until 30 November 2018)

Type of axle	Mass (kg)
Single standard tyres—	
(a) in a twin-steer axle set, or in a tandem axle set with a single large-tyred axle; or	5,500
(b) in a tandem axle set with a twin-tyred axle—	
(i) in a passenger service vehicle; or	5,800
(ii) in any other vehicle	5,500
(c) in any other axle set	6,000
Single large-tyred—	
(a) in a twin-steer axle set or a quad-axle set	5,500
(b) in a tandem axle set with a single large-tyred axle or a single standard-tyred axle or in a tri-axle set	6,600
(c) in any other axle set	7,200
Single mega-tyred—	
(a) in a twin-steer axle set	5,500
(b) in a single-steer axle set	7,200
(c) in a quad-axle set	6,000
(d) in a tri-axle set	7,000
(e) in any other axle set	7,600
Twin-tyred—	
(a) in a quad-axle set	6,000
(b) in a tri-axle set	7,000
(c) in a tandem axle set with a single standard-tyred axle—	
(i) in a passenger service vehicle; or	8,700
(ii) in any other vehicle	8,200
(d) in any other axle set	8,200
Oscillating axle, in any axle set	9,500

Table 1.1B—Maximum mass on individual axles (on and after 1 December 2018)

Type of axle	Mass (kg)
Single standard tyres—	
(a) in a twin-steer axle set, or in a tandem axle set with a single large-tyred axle; or	5,500
(b) in a tandem axle set with a twin-tyred axle—	
(i) in a passenger service vehicle; or	5,800
(ii) in any other vehicle	5,500
(c) in any other axle set	6,000
Single large-tyred—	
(a) in a twin-steer axle set or a quad-axle set	5,500
(b) in a tandem axle set with a single large-tyred axle or a single standard-tyred axle or in a tri-axle set	6,600
(c) in any other axle set	7,200
Single mega-tyred—	
(a) in a twin-steer axle set	5,500
(b) in a single-steer axle set	7,200
(c) in a quad-axle set	6,000
(d) in a tri-axle set	7,000
(e) in any other axle set	7,600
Twin-tyred—	
(a) in a quad-axle set	6,000
(b) in a tri-axle set	7,000
(c) in a tandem axle set with a single standard-tyred axle—	
(i) in a passenger service vehicle; or	8,700
(ii) in any other vehicle	8,200
(d) in any other axle set—	
(i) in a public transport service bus; or	9,000
(ii) in any other vehicle	8,200
Oscillating axle, in any axle set	9,500

Table 1.2—Maximum sum of axle mass on two axles in a tandem axle set

Type of axles	Mass (kg)
Two single standard tyred axles	11,000
Two single large-tyred axles—	
(a) in a twin-steer set	11,000
(b) not in a twin-steer set	13,000
Two single mega-tyred axles—	
(a) in a twin-steer axle set	11,000
(b) not in a twin-steer axle set	14,000
Two twin-tyred axles—	
(a) spaced less than 1.3 m from the first axle to the last axle	14,500
(b) spaced 1.3 m or more but less than 1.8 m from the first axle to the last axle	15,000
(c) spaced 1.8 m or more from the first axle to the last axle	15,500
Twin-tyred axle—	
(a) for a passenger service vehicle—	
(i) with a single standard-tyred axle and load share of 60%/40%; or	14,500
(ii) with a single large-tyred axle, or single mega-tyred axle and load share between 60%/40% and 55%/45%	14,500
(b) for any other vehicle—	
(i) with a single large-tyred axle or single mega-tyred axle and load share of 60%/40%	13,600
(ii) with a single large-tyred axle or a single mega-tyred axle and load share of 55%/45%	14,500
Single standard-tyred axle—	
(a) with an oscillating axle	13,000
(b) with a single large-tyred axle or a twin-tyred axle or a single mega-tyred axle	12,000
Two oscillating axles	15,000

Table 1.3—Maximum sum of axle mass on a tri-axle set

Type of axles	Mass (kg)
Three oscillating axles, three twin-tyred axles, three single large-tyred axles, or three single mega-tyred axles—	
(a) spaced 2 m or more and less than 2.4 m from the first axle to the last axle	16,000
(b) spaced 2.4 m or more and less than 2.5 m from the first axle to the last axle	17,500
(c) spaced 2.5 m or more from the first axle to the last axle	18,000

Table 1.4—Maximum sum of axle mass on a quad-axle set

Type of axles	Mass (kg)
Four twin-tyred axles, four single large-tyred axles, or four single mega-tyred axles	20,000

Table 1.5—Maximum sum of mass on any two or more axles not otherwise described

Maximum sum of mass on any two or more axles that together do not constitute a single tandem axle set, single tri-axle set or single quad-axle set, where the distance from the centre of the first axle to the centre of the last axle is 1.0 m or more but less than 1.8 m (including maximum gross mass)

Type of axles	Mass (kg)
Two single standard-tyred axles	11,000
Two single large-tyred axles	12,000
A single standard-tyred axle with a single large-tyred axle, single mega-tyred axle or a twin-tyred axle	12,000
Any other two or more axles	14,500

Part 2

Total mass limits—General access

Ref. 4.2(2)

Table 2.1—Maximum total mass for heavy vehicles

Maximum sum of mass on any two or more axles that together do not constitute a single tandem axle set, single tri-axle set or single quad-axle set, where the distance from the centre of the first axle to the centre of the last axle is 1.8 m or more (including maximum gross mass).

Distance from the centre of the first axle to the centre of the last axle	Mass (kg)
1.8 m but less than 2.5 m	15,500
2.5 m but less than 3.0 m	17,500
3.0 m but less than 3.3 m	19,000
3.3 m but less than 3.6 m	20,000
3.6 m but less than 4.0 m	21,000
4.0 m but less than 4.4 m	22,000
4.4 m but less than 4.7 m	23,000
4.7 m but less than 5.1 m	24,000
5.1 m but less than 5.4 m	25,000
5.4 m but less than 5.8 m	26,000
5.8 m but less than 6.4 m	27,000
6.4 m but less than 7.0 m	28,000
7.0 m but less than 7.6 m	29,000
7.6 m but less than 8.2 m	30,000
8.2 m but less than 8.8 m	31,000
8.8 m but less than 9.4 m	32,000
9.4 m but less than 10.0 m	33,000
10.0 m but less than 10.8 m	34,000
10.8 m but less than 11.6 m	35,000
11.6 m but less than 12.0 m	36,000
12.0 m but less than 12.5 m	37,000
12.5 m but less than 13.2 m	38,000
13.2 m but less than 14.0 m	39,000
14.0 m but less than 14.8 m	40,000

Distance from the centre of the first axle to the centre of the last axle	Mass (kg)
14.8 m but less than 15.2 m	41,000
15.2 m but less than 15.6 m	42,000
15.6 m but less than 16.0 m	43,000
16.0 m or more	44,000

Table 2.2—Maximum total mass for heavy motor vehicles with at least seven axles

Distance from the centre of the first axle to the centre of the last axle	Mass (kg)
16.8 m or more, and a minimum 7 axles	45,000
17.4 m or more, and a minimum 8 axles	46,000

Part 3

Maximum axle mass for heavy motor vehicles operating on a HPMV or specialist vehicle permit

Ref. 5.9(3)(b), 5.11(3)

Table 3.1—Maximum mass on individual axles (HPMV)

Type of axle	Mass (kg)
Single standard tyres:	
(a) in a twin-steer axle set, or in a tandem axle set with a twin or single large-tyred axle	5,500
(b) in any other axle set	6,000
Single large-tyred—	
(a) in a twin-steer axle set	5,500
(b) in a quad-axle set	6,000
(c) in a tandem axle set with two single large-tyred axles or in a tandem axle set with a single standard-tyred axle or in a tri-axle set	6,600
(d) in any other axle set	7,200
Single mega-tyred	
(a) in a twin-steer axle set	5,500
(b) in a single-steer axle set	7,200
(c) in a quad-axle set	6,000

(d) in a tri-axle set	7,000
(e) in any other axle set	7,600
Twin-tyred	
(a) in a quad-axle set	6,000
(b) in a tri-axle set	7,000
(c) in any other axle set	8,800
Oscillating axle, in any axle set	9,500

Table 3.2—Maximum sum of axle mass on two axles in a tandem axle set (HPMV)

Type of axles	Mass (kg)
Two single standard-tyred axles	11,000
Two single large-tyred axles:	
(a) in a twin-steer set	11,000
(b) not in a twin-steer set	13,000
Two single mega-tyred axles—	
(a) in a twin-steer axle set	11,000
(b) not in a twin-steer axle set	14,000
Two twin-tyred axles—	
(a) spaced less than 1.3 m from the first axle to the last axle	15,000
(b) spaced 1.3 m or more from the first axle to the last axle	16,000
Twin-tyred axle—	
(a) with a single large-tyred axle or a single mega-tyred axle and load share of 60/40	13,600
(b) with single large-tyred axle or a single mega-tyred axle and load share of 55/45	14,500
Single standard-tyred axle—	
(a) with an oscillating axle	13,000
(b) with a single large-tyred axle or a single mega-tyred axle	12,000
(c) with a twin-tyred axle	13,300
Two oscillating axles—	
(a) spaced less than 1.3 m from the first axle to the last axle	15,000

Type of axles	Mass (kg)
(b) spaced 1.3 m or more from the first axle to the last axle	16,000

Table 3.3—Maximum sum of axle mass on a tri-axle set (HPMV)

Type of axles	Mass (kg)
Three oscillating axles, three twin-tyred axles, or three single large-tyred axles or three mega-tyred axles—	
(a) spaced 2.0 m or more but less than 2.4 m from the first axle to the last axle	16,000
(b) spaced 2.4 m or more but less than 2.5 m from the first axle to the last axle	18,000
(c) spaced 2.5 m or more from the first axle to the last axle	19,000

Table 3.4—Maximum sum of axle mass on a quad-axle set (HPMV)

Type of axles	Mass (kg)
Quad-axle set with twin-tyred axles, single large-tyred axles, single mega-tyred axles or oscillating axles with at least one steering axle	22,000

Table 3.5—Maximum sum of mass on any two or more axles not otherwise described (HPMV)

Maximum sum of mass on any two or more axles that together do not constitute a single tandem axle set, single tri-axle set, or single quad-axle set, where the distance from the centre of the first axle to the centre of the last axle is 1.0 m or more but less than 1.8 m (including maximum gross mass)

Type of axles	Mass (kg)
Two single standard-tyred axles	11,000
Two single large-tyred axles	12,000
Two single mega-tyred axles	13,000
A single standard-tyred axle with a single large-tyred axle or a twin-tyred axle or a single mega-tyred axle	12,000
Any other two or more axles	14,500

Table 3.6—Maximum axle mass for specialist vehicle operating on permit

Type of axle set	Mass (kg)
Single large-tyred axle in a tandem axle set with a twin-tyred axle and a 55/45 load share	8,100
Twin-tyred axle in any axle set	12,000

Two axles in a tandem axle set comprising—

- | | | |
|-----|---|--------|
| (a) | a twin-tyred axle with a single large-tyred axle and a 60/40 load share | 16,000 |
| (b) | a twin-tyred axle with a single large-tyred axle and a 55/45 load share | 18,000 |

Two twin-tyred axles—

- | | | |
|-----|---|--------|
| (a) | spaced less than 1.3 m from the first axle to the last axle | 17,000 |
| (b) | spaced 1.3 m or more from the first axle to the last axle | 18,000 |

Part 4

Maximum total mass for heavy motor vehicles operating on a HPMV permit

Ref. 5.9(3)(b)

Maximum sum of mass on any two or more axles that together do not constitute a single tandem axle set, single tri-axle set, or single quad-axle set, where the distance from the centre of the first axle to the centre of the last axle is 1.8 m or more (including maximum gross mass).

Distance from the centre of the first axle to the centre of the last axle	Mass (kg)
1.8 m but less than 2.0 m	15,500
2.0 m but less than 2.5 m	16,000
2.5 m but less than 3.0 m	17,500
3.0 m but less than 3.3 m	19,000
3.3 m but less than 3.6 m	20,000
3.6 m but less than 4.0 m	21,000
4.0 m but less than 4.4 m	22,000
4.4 m but less than 4.5 m	23,000
4.5 m but less than 4.7 m	23,500
4.7 m but less than 5.0 m	24,000
5.0 m but less than 5.4 m	25,000
5.4 m but less than 5.5 m	26,000
5.5 m but less than 5.8 m	26,500
5.8 m but less than 6.0 m	27,000
6.0 m but less than 6.5 m	28,000
6.5 m but less than 7.0 m	29,500
7.0 m but less than 7.5 m	31,000
7.5 m but less than 8.0 m	32,500
8.0 m but less than 8.5 m	34,000
8.5 m but less than 9.0 m	35,000
9.0 m but less than 9.5 m	36,000
9.5 m but less than 10.0 m	37,000
10.0 m but less than 10.5 m	38,000
10.5 m but less than 11.0 m	39,000

Distance from the centre of the first axle to the centre of the last axle	Mass (kg)
11.0 m but less than 11.5 m	40,000
11.5 m but less than 12.0 m	41,000
12.0 m but less than 12.5 m	42,000
12.5 m but less than 13.0 m	43,000
13.0 m but less than 13.5 m	44,000
13.5 m but less than 14.0 m	45,000
14.0 m but less than 14.5 m	46,000
14.5 m but less than 15.0 m	47,000
15.0 m but less than 15.5 m	48,000
15.5 m but less than 16.0 m	49,000
16.0 m but less than 16.5 m	50,000
16.5 m but less than 17.0 m	51,000
17.0 m but less than 17.5 m	52,000
17.5 m but less than 18.0 m	53,000
18.0 m but less than 18.5 m	54,000
18.5 m but less than 19.0 m	55,000
19.0 m but less than 19.5 m	56,000
19.5 m but less than 20.0 m	57,000
20.0 m but less than 20.5 m	58,000
20.5 m but less than 21.0 m	59,000
21.0 m but less than 21.5 m	60,000
21.5 m but less than 22.0 m	61,000
22.0 m or more	62,000 or more

Schedule 4

Permit form

Ref. 5.4

Part 1: Mandatory (unless otherwise noted)

This permit is issued under *section 5 of Land Transport Rule: Vehicle Dimensions and Mass 2016*.

Permit identification

- (a) Name of Issuing Authority
- (b) Purpose of permit
- (c) Permit number

Identify the operator and vehicle(s)

Identity of operator	TSL number (if held)
Identity of individual powered vehicle(s)	Identity of trailer(s) individually or by type

Description of vehicle(s) and load

Vehicle configuration

Load description (if permit is for overweight)

Permit limits

Maximum permitted gross mass

Axle and tyre configuration

Axle mass

Vehicle Axle Index (if permit is for overweight)

Length (if HPMV with length variation)

Routes

Routes	Bridge restrictions (if any)
--------	------------------------------

Permit type and period

Permit type	
Date permit commences	Date of expiry

Critical conditions

The vehicle must not—

- 1 exceed the maximum permitted gross weight stated on this permit
- 2 exceed design limits, such as GVM
- 3 breach a travel restriction or requirement for a specified bridge or culvert

Additional conditions

Conditions added by the road controlling authority or the Agency, under *clause 5.2(4), 5.8(5), or 5.9(6)*. [*For example:*

This permit must be accompanied by any secondary documents describing available routes (if applicable)]

Requirement to observe permit conditions

A breach of weight limits specified on this form, or any permit condition, is an offence as provided in the *Land Transport (Offences and Penalties) Regulations 1999*.

Permit is invalid if—

- (a) the vehicle is off-route, unless directed to do so by NZ Police or the road controlling authority
- (b) the permit is altered without authority
- (c) the vehicles or persons operating the vehicles are not those described on the permit.

Revocation

This permit can be revoked under clause 5.6 of the Rule

Authorised by:

Name:

Position title:

Signature:

Date:

On behalf of [*Issuing Authority*]

Part 2: Notes (other than permit conditions)

For example: *If the vehicle exceeds the width limit of 2.55 m, it needs to meet the requirements of section 6 of the Vehicle Dimensions and Mass Rule, which may require obtaining an additional permit for that purpose.*

Part 3: Instructions for completing permit form

Field	Notes
Name of Issuing Authority	Name OR Logo of Agency or road controlling authority as appropriate.
Purpose of permit	E.g. Overweight, or HPMV (mass, dimension or both), or Specialist vehicle.
Permit Number	Issued by road controlling authority.
Identity of operator	The holder of the permit.
TSL number (Transport Service Licence number)	Must be included if the person holds a transport services licence.

Field	Notes
Identity of vehicle(s)	Must use registration no(s) if held, OR VIN no(s) if not yet held (for example, approval of over-length trailer prior to registration); Each vehicle individually OR Individual prime mover with trailer types.
Vehicle configuration	Brief description: for example, B-train.
Load description	Only required if the permit is issued under <i>clause 5.8(1)</i> (overweight). This can be either a vehicle description (for example, forage harvester) or load description (for example, large bulldozer).
Axle and tyre configuration	Use a diagram showing arrangement of axles and dimensions for the vehicle(s) AND/OR a table showing details. Must include tyre arrangements (for example, single or dual) and sizes for each axle. If otherwise not permitted by the Rule, must specify quad-axle set and steering axles in a rear axle set.
Axle mass	Permitted mass can be described by reference to the relevant part of <i>Part 1 of Schedule 3</i> OR by specifying individual axle limits.
VAI (Vehicle Axle Index)	Must be stated if the permit is issued under <i>clause 5.8</i> otherwise optional.
Maximum permitted gross weight	Expressed in kg. Must be stated, even if the permit does not exceed the gross mass limits stated in the Rule (for example, allowing higher mass on one axle).
Length	Expressed in metres. Only required IF Agency has issued approval to exceed standard dimension limits for HPMV.
Routes	EITHER general access OR by specification of routes or operating areas OR by reference to an external source (such as a book of maps) OR by exclusion OR a combination of these descriptions.
Bridge Restrictions	Only required where specified structures require lower load limits or speed/ position directions. Could be expressed as a table showing each bridge and the restrictions which apply to that structure.
Permit type	Options include continuous, area permit, single trip or multiple trip.
Permit dates	Must include start date (usually date of issue) AND an expiry date.

Schedule 5
High-productivity motor vehicle sign

Ref. 5.10(1)

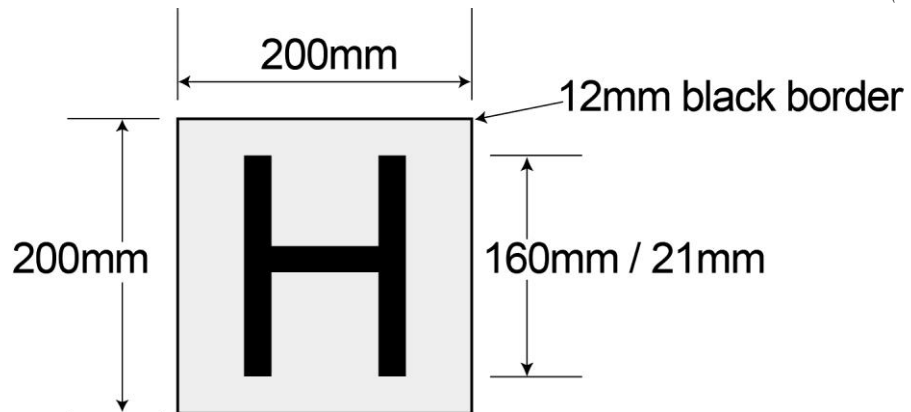


Figure 5.1—Dimensions of high-productivity motor vehicle sign (Ref. 5.10(1))

Schedule 6

Overdimension requirements

Part 1 Requirements by category

Ref. 6.3, 6.8(2)

Category 1 dimensions

Width / forward-distance¹:	exceeding limits in <i>Schedule 2</i> up to and including 2.55 m/11.4 m, up to and including 3.1 m/ 10.5 m and up to and including 3.7 m/8.5 m AND/OR
Length	up to and including 25 m AND/OR
Front overhang	up to and including 7 m AND/OR
Rear overhang	up to and including 7 m

Category 1 requirements

Hazard warning equipment²	<p>Operations during daylight hours:</p> <p>Excess projections delineated with flags or panels (see 6.14(1) and 6.15(1))</p> <p>“OVERSIZE” sign, if width exceeds 3.1 m and vehicle is piloted (see 6.18(1))</p> <p>Headlamps on low beam (see 6.19(1))</p> <p>Operations during hours of darkness:</p> <p>Excess projections delineated with panels (see 6.15(1))</p> <p>“OVERSIZE” sign, if width exceeds 3.1 m (see 6.18(1))</p> <p>Additional lamps and amber beacon in accordance with 6.19(2) and 6.19(4)</p>
Travel times	Restricted travel times (see 6.21(2))
Minimum piloting requirements	<p>Operations during daylight hours:</p> <p>One Class 2 pilot if the vehicle or load exceeds 3.1 m in width and is travelling in excess of 40 km/h (see 6.33(1) and 6.33(2))</p> <p>Operations during hours of darkness:</p> <p>One Class 2 pilot if vehicle or load exceeds 3.1 m in width (see 6.33(1) and 6.33(2))</p> <p>At all times:</p> <p>Additional pilots if required to comply with 6.30 or 6.36</p>

Category 2 dimensions

Category 2A

Width / forward-distance¹	exceeding 2.55m/ 11.4 m, exceeding 3.1 m/10.5 m, and exceeding 3.7 m/8.5 m up to and including 2.55 m/13.3 m and up to and including 4.5 m/8.5 m AND/OR
Length³	exceeding 25 m, up to and including 35 m AND/OR
Front overhang	exceeding 7 m, up to and including 10 m AND
Rear overhang⁴	up to and including 7 m

Category 2B

Width, forward-distance, length and front overhang	Category 1 vehicle AND
Rear overhang⁴	Exceeding 7 m, up to and including 10 m.

Category 2C

Width, forward-distance, length and front overhang	Category 2A vehicle AND
Rear overhang⁴	exceeding 7 m, up to and including 10 m

Category 2 requirements

Hazard warning equipment²	Excess projections delineated with panels (see 6.15(1)) “OVERSIZE” sign, if width exceeds 3.1 m (see 6.18(1)) Headlamps on low beam during daylight hours (see 6.19(1)) Additional lamps if travelling during hours of darkness (see 6.19(2)) Amber beacon, if width exceeds 3.7 m or travelling during hours of darkness (see 6.19(4))
Travel times	Restricted travel times (see 6.22(2) and (3))
Minimum piloting requirements	Operations during daylight hours: <i>Category 2A and 2B:</i> One Class 2 pilot (see 6.34(1)) <i>Category 2C:</i> Two Class 2 pilots (see 6.34(2)) Operations during hours of darkness: One Class 2 pilot plus one Class 1 pilot (see 6.34(3)) At all times: Additional pilots if required to comply with 6.30 or 6.36

Category 3 dimensions

Width / forward-distance¹	exceeding 2.55 m/ 13.3 m and exceeding 4.5 m/8.5 m up to and including 2.55 m/20 m, up to and including 5 m/ 20 m and up to and including 5 m/ 8.5 m. MAY ALSO INCLUDE:
Length³	up to and including 35 m AND/OR
Front overhang	up to and including 10 m AND
Rear overhang	exceeding 7 m, up to and including 10 m

Category 3 requirements

Hazard warning equipment²	Excess projections delineated with panels (see 6.15(1)) “OVERSIZE” sign (see 6.18(1)) Headlamps on low beam during daylight hours (see 6.19(1)) Additional lamps if travelling during hours of darkness (see 6.19(2)) Amber beacon (see 6.19(4))
Travel times	Restricted travel times (see 6.23(3))
Minimum piloting requirements	One Class 1 pilot plus— 1 one Class 2 pilot if rear overhang is 7 m or less; or 2 two Class 2 pilots if rear overhang is >7 m (see 6.35(1) and (2)) Additional pilots if required to comply with 6.30 or 6.36

Category 4 dimensions

Category 4A

Width / forward-distance¹	exceeding 5 m/20 m and exceeding 5 m/8.5 m up to and including 11 m/20 m and up to and including 11 m/8.5 m MAY ALSO INCLUDE
Length³	up to and including 35 m AND/OR
Front overhang	up to and including 10 m AND/OR
Rear overhang⁴	up to and including 10 m

Category 4B

Width, forward-distance, length, front overhang and rear overhang	exceeding any of the limits for Category 4A
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Category 4 requirements

Hazard warning equipment²	Excess projections delineated with panels (see 6.15(1)) “OVERSIZE” sign (see 6.18(1)) Headlamps on low beam during daylight hours (see 6.19(1)) Additional lamps if travelling during hours of darkness (see 6.19(2)) Amber beacon (see 6.19(4))
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Travel times	Restricted travel times (see 6.25, 6.26 and 6.27)
Minimum piloting requirements	Two Class 2 pilots plus one Class 1 pilot (see 6.35) Additional pilots if required to comply with 6.30, 6.36, or 6.57(b)

In addition to these requirements Category 4B must also provide an engineering assessment of the route with the permit application (see 6.51(3)).

Notes

- 1 Forward-distance is defined in *Part 2 Definitions*. However, for forward-distance requirements for vehicle combinations including a load-sharing trailer or a manned steering jinker, see 6.4(2) and 6.4(3).
- 2 For alternative requirements for mobile crane booms or agricultural motor vehicles with excess front overhang, see 6.17(1) and 6.17(2).
- 3 For requirements for loads exceeding 25 m and 30 m in length, see 6.13 and 6.8(7).
- 4 Centre of gravity of the load must be forward of the rear axis. For rear overhang requirements for vehicle combinations including a manned steering jinker or pole trailer, see 6.4(1).

Part 2 Width/forward-distance thresholds by Category

Ref. 6.3

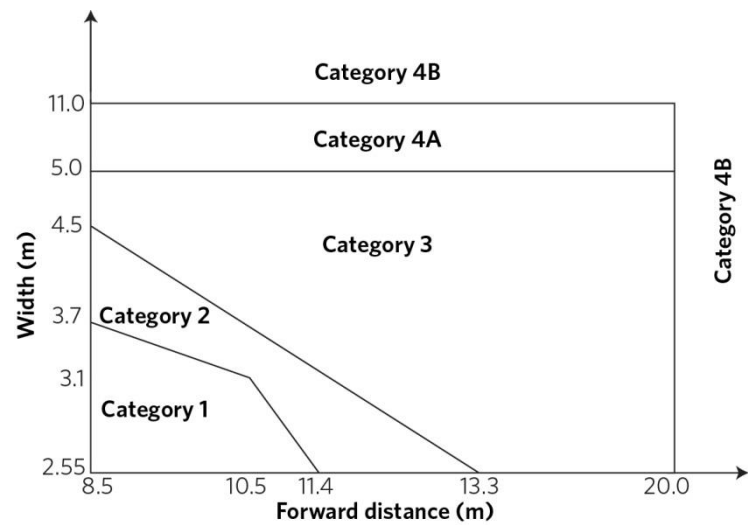


Figure 1—Width/forward-distance thresholds by Category for overdimension motor vehicles

- Note:** For the purposes of this figure—
- 1 Vehicles with a width less than 2.55 m are deemed to have a width of 2.55 m; and
 - 2 vehicles with a forward-distance of less than 8.5 m are deemed to have a forward-distance of 8.5 m; and
 - 3 Category 4 includes overdimension loads that exceed Category 4A limits (Category 4B).

Part 3 Overheight requirements

Ref. 6.8(3)

Height (m)	Requirements
Greater than 4.3 – up to and including 5	<ol style="list-style-type: none"> (1) Written permission from the owner of an overhead obstruction that the vehicle travelling underneath cannot clear. (2) Written approval from the relevant access provider, if the vehicle travels over a level crossing that does not cross a State Highway, and the vehicle exceeds the height shown on an electrified railway safe height sign. (3) For loads exceeding 4.8 m, a vehicle with a deck height less than 1.3 m above the road must be used.
Greater than 5 – up to and including 6.5	<ol style="list-style-type: none"> (1) Obtain an overdimension permit from the Agency. (2) Written permission from the owner of an overhead obstruction that the vehicle travelling underneath cannot clear. (3) Written approval from the relevant access provider, if the vehicle travels over a level crossing that does not cross a State Highway, and the vehicle exceeds the height shown on an electrified railway safe height sign. (4) Written permission from the owner of overhead wires or cables that the vehicle travels under. (5) A vehicle with a deck height less than 1.3 m above the road must be used.
Greater than 6.5	<ol style="list-style-type: none"> (1) Obtain an overdimension permit from the Agency. (2) Written permission from the owner of an overhead obstruction that the vehicle travelling underneath cannot clear. (3) Written approval from the relevant access provider, if the vehicle travels over a level crossing that does not cross a State Highway, and the vehicle exceeds the height shown on an electrified railway safe height sign. (4) Written permission from the owner of overhead wires or cables that the vehicle travels under. (5) A vehicle with a deck height less than 1.3 m above the road must be used.

[Note: An overdimension permit may impose travel restrictions (see 6.52(2)).]

Schedule 7
Specifications for signs

Ref. 6.15

Part 1 Hazard warning panels

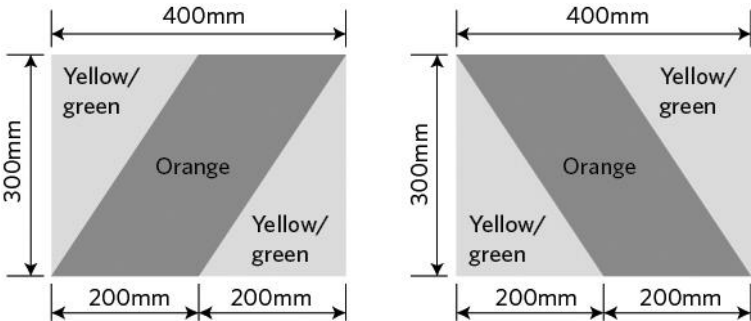


Figure 7.1—Minimum dimensions of hazard warning panel (Ref. 6.15(1)(c), and (d))

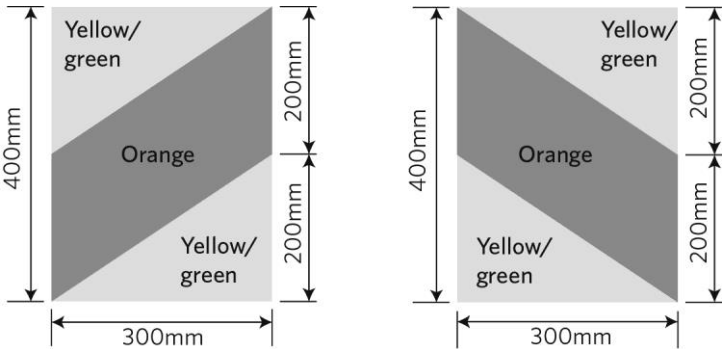


Figure 7.2—Minimum dimensions of alternative orientation of hazard warning panel (Ref. 6.15(1)(c), and (d))

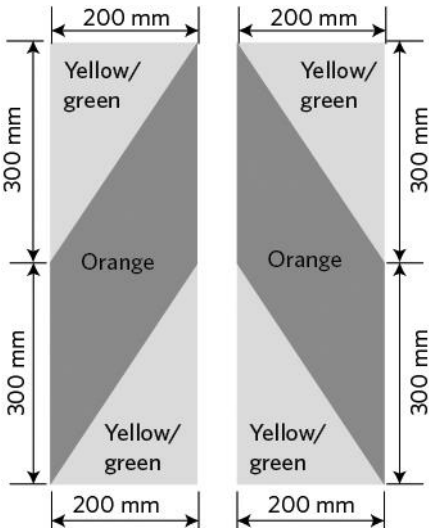


Figure 7.3—Minimum dimensions of alternative hazard panel (Ref. 6.15(1)(c) and (d))

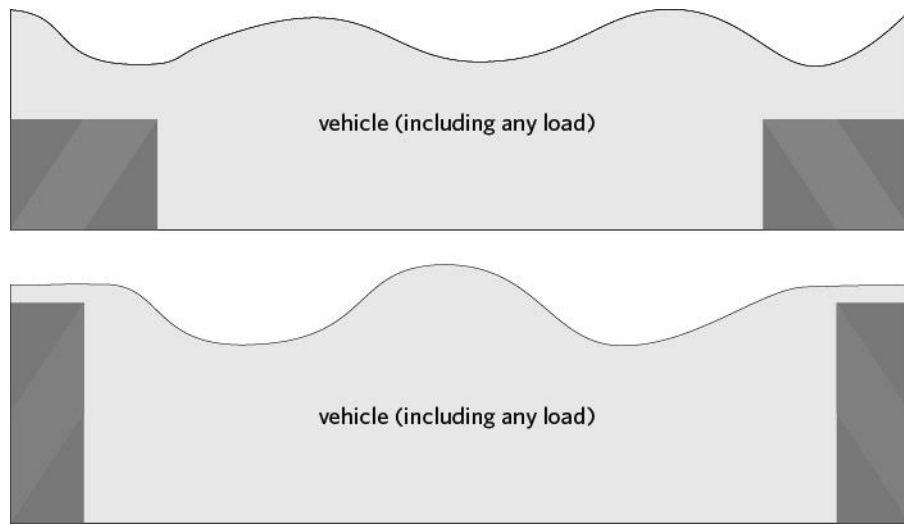


Figure 7.4—Orientation of hazard warning panels (Ref. 6.15(1)(a)(i))

Part 2 “Oversize” sign for overdimension motor vehicle

Ref. 6.18



Figure 7.5—Dimensions of “OVERSIZE” sign for overdimension vehicles (Ref. 6.18(2))

Part 3 Pilot vehicle signs

Ref. 6.42(3) 6.43(3) and 6.44(1)

Table 7.1—Specifications for pilot vehicle signs

Wording of warning sign	Letter size and stroke width (all upper case)	Size of sign	Colour of background		Colour of wording	Size and colour of border
			Day	Night	Day or night	Day or night
“DANGER SLOW DOWN”	200 mm/28 mm 150 mm/21 mm	1100 mm x 600 mm	Fluorescent yellow-green	Fluorescent yellow-green retro-reflective	Matt black	None
“WIDE LOAD FOLLOWS” OR “WIDE LOAD AHEAD”	150 mm/21 mm 150 mm/21 mm	1100 mm x 520 mm	Fluorescent yellow-green	Fluorescent yellow-green retro-reflective	Matt black	Black 12 mm
“HOUSE FOLLOWS” OR “HOUSE AHEAD”	150 mm/21 mm 150mm/21 mm	1100 mm x 520 mm	Fluorescent yellow-green	Fluorescent yellow-green retro-reflective	Matt black	Black 12 mm
“LONG LOAD FOLLOWS” OR “LONG LOAD AHEAD”	150 mm/21 mm 150 mm/21 mm	1100 mm x 520 mm	Fluorescent yellow-green	Fluorescent yellow-green retro-reflective	Matt black	Black 12 mm
“PILOT VEHICLE” This face is to be displayed on the reverse side of all the above signs	150 mm/21 mm 150 mm/21 mm	1100 mm x 520/600 mm	Matt black	Matt black	White If used at night white retro- reflective	White 12 mm If used at night white retro- reflective

Table 7.2—Order of display of pilot vehicle signs by load width

Width			
	Greater than 3.1 m and up to and including 5 m wide	Greater than 5 m wide	Less than 3.1 m wide, but requires pilot because of excess rear overhang or because it is greater than 25 m overall length
First pilot	“WIDE LOAD FOLLOWS”	“DANGER SLOW DOWN”	“LONG LOAD FOLLOWS”
Second pilot (if required)	“WIDE LOAD FOLLOWS”	“WIDE LOAD FOLLOWS” OR “HOUSE FOLLOWS” AS APPROPRIATE	“LONG LOAD FOLLOWS”

Load			
Rear pilot (if required)	“WIDE LOAD AHEAD”	“WIDE LOAD AHEAD” OR “HOUSE AHEAD” AS APPROPRIATE	“LONG LOAD AHEAD”

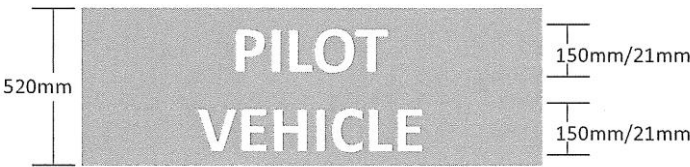


Figure 7.6—Warning sign for pilot vehicle (Ref. 6.42(3), and 6.43(3))

Schedule 8

Specific route restrictions for overdimension vehicles and loads

Ref. 6.8(1)(b)

Auckland Harbour Bridge: Maximum height 4.8 m. A vehicle exceeding 3.1 m in width must contact the Traffic Operations Centre and may travel on this route provided it is accompanied by a Class 1 Pilot Vehicle as authorised by the Traffic Operations Centre.

Auckland Motorways: No travel on Auckland Motorways if the width exceeds 3.1 m or the height exceeds 4.3 m except for the following:

- (a) State Highway 1 between Ramarama Interchange (Ararimu Road Underpass) and the southern end of the Auckland Southern Motorway—
 - (i) may be used by vehicles that exceed 3.1 m in width but are less than 4.8 m in height; and
 - (ii) may be used by vehicles that exceed 4.8 m in height if permission is first obtained from the Agency.
- (b) State Highway 18 between the intersection with SH16 and the Old Albany Highway—
 - (i) may be used by vehicles that exceed 3.1 m in width but are less than 4.8 m in height; and
 - (ii) may be used by vehicles that exceed 4.8 m in height if permission is first obtained from the Agency.
- (c) Auckland Northern Motorway between the Silverdale interchange and the northern end of the Northern Motorway—
 - (i) may be used by vehicles that exceed 3.1 m in width but are less than 4.8 m in height; and
 - (ii) may be used by vehicles that exceed 4.8 m in height if permission is first obtained from the Agency.

Wellington Motorway: Maximum height 4.8 m, maximum width 3.7 m.

However, an overdimension motor vehicle exceeding these dimensions may travel on the Wellington Motorway provided it complies with the Agency's conditions.

Lyttelton Tunnel: Maximum height 4.27 m, maximum width 2.6 m, towing vehicle and semi-trailer maximum length 23 m, 2 m maximum for load overhanging front or rear of vehicle. However, overdimension vehicles exceeding the above maximums may travel if the following conditions are met:

- (a) the operator of the overdimension vehicle must obtain permission from the Agency (through Tunnel Control); and
- (b) the operator of the overdimension vehicle must comply with any piloting or travel time restrictions required by Tunnel Control

Toll Routes: Loads that exceed 3.1 m width or 4.3 m height are not permitted to travel on any toll route unless the Agency has provided explicit authority to do so. The operator of the overdimension vehicle must comply with any piloting or travel time restrictions required by the Agency.

[Note: Specific route restrictions are additional to the requirements in *section 6*.]

Schedule 9
Travel time restrictions for Category 3 overdimension vehicles and loads

Ref. 6.23(1)

Table 9.1—Category 3 overdimension vehicles and loads travelling in city areas

Time	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400
M																								
T																								
W																								
Th																								
F																								
S																								
S																								

A Category 3 overdimension vehicle or load must not travel within a city area in the times that are shaded.

Table 9.2—Category 3 overdimension vehicles and loads travelling outside city areas

Time	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400
M																								
T																								
W																								
Th																								
F																								
S																								
S																								

A Category 3 overdimension vehicle or load must not travel outside a city area in the times that are shaded.

Schedule 10

Travel time restrictions for Category 4 overdimension vehicles and loads

Part 1 Zones for restricted travel

Zone 1

Ref. 6.25(1)

Area	Boundary
Northland (southern part); Auckland; Bay of Plenty; Waikato	Kamo and south of Kamo Maungatapere and East of Maungatapere Maungaturoto and East of Maungaturoto North of the intersection of SH 2 and SH 33 Paengaroa North of the intersection of SH 5 and SH 1 Tirau North of the intersection of SH 3 and SH 31 Otorohanga
Wellington	North to McKay's Crossing East to Te Marua including Te Marua
Christchurch (State Highways SH)	Northern boundary is the Ashley River from the coast to Lehmans Road Western boundary is— Lehmans Road Oxford Road Swannanoa Road Two Chain Road Thompsons Road Calders Road Sandy Knolls Road Hoskyns Road Southern boundary is— SH 1 between Hoskyns and Burnham Roads Burnham Road Ellesmere Junction Road Edward Street Lincoln Tai Tapu Road SH 75 to Motukarara Gebbies Pass Road Governors Bay Teddington Road Main Road Governors Bay Road Park Terrace Brittan Terrace Simeon Quay SH 74 to Lyttelton Port

Note: Travel on the boundary roads is subject to Zone 3 restrictions

Zone 2

Ref. 6.26(1)

Area	Boundary
Southern Waikato; Eastern Bay of Plenty	<p>The intersection of SH 2 and SH 33 Paengaroa and south of the intersection of SH 2 and SH 33 Paengaroa</p> <p>The intersection of SH 5 and SH 1 Tirau and south of the intersection of SH 5 and SH 1 Tirau</p> <p>The intersection of SH 3 and SH 31 Otorohanga and south of the intersection of SH 3 and SH 31 Otorohanga</p> <p>Opotiki and West of Opotiki</p> <p>Te Whaiti and north of Te Whaiti</p> <p>North of the intersection of SH 5 and SH 1 at Taupo</p> <p>North of Motuoapa</p> <p>North of the intersection of SH 32 and SH 41 at Kuratau, but excluding SH 41 and SH 32 (Kuratau to Tokoroa)</p> <p>North of the intersection of SH 43 and SH 4 Taumarunui</p> <p>North of Awakino</p>
South Island highways	<p>SH1 between Rolleston and Tinwald</p> <p>Note: Side roads off SH 1 are Zone 3</p>

Zone 3

Ref. 6.27(1)

Area	Boundary
Northland (Northern part)	<p>North of Kamo</p> <p>West of Maungatapere</p> <p>West of Maungaturoto</p>
Southern North Island (excluding Wellington as defined in Zone 1)	<p>South of Opotiki</p> <p>East of Opotiki</p> <p>South of Te Whaiti</p> <p>South and east of the intersection of SH 1 and SH 5 at Taupo</p> <p>Motuoapa and south of Motuoapa</p> <p>The intersection of SH 32 and SH 41 Kuratau including SH 41 and south of the intersection of SH 32 and SH 41</p> <p>SH 32 Kuratau to Tokoroa</p> <p>The intersection of SH 43 and SH 4 Taumarunui and south of the intersection of SH 43 and SH 4 Taumarunui</p> <p>Awakino and south of Awakino</p> <p>McKay's Crossing and north of McKay's Crossing</p> <p>North of Te Marua</p>
South Island; and Stewart Island (excluding Zone 1 and Zone 2 areas in Canterbury)	<p>The boundary roads of Christchurch Area Zone 1</p> <p>Note: Zone 3 includes—</p> <p>travel on those boundary roads</p> <p>SH 1 North from Ashley River</p> <p>SH 1 South of Tinwald</p> <p>SH 73 West of Sandy Knolls Road</p>

Part 2 Travel time tables for Category 4 overdimension vehicles and loads

Ref. 6.25(1)

Table 10.1 Category 4 overdimension vehicles and loads travelling within Zone 1

Time	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400
M																								
T																								
W																								
Th																								
F																								
S																								
S																								

A Category 4 overdimension vehicle or load must not travel within Zone 1 in the times that are shaded.

Table 10.2 Category 4 overdimension vehicles and loads travelling within Zone 2

Time	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400
M																								
T																								
W																								
Th																								
F																								
S																								
S																								

A Category 4 overdimension vehicle or load must not travel within Zone 2 in the times that are shaded.

Ref. 6.27(1)

Table 10.3 Category 4 overdimension vehicles and loads travelling within Zone 3

Time	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400
M																								
T																								
W																								
Th																								
F																								
S																								
S																								

A Category 4 overdimension vehicle or load must not travel within Zone 3 in the times that are shaded.

