

Information Bulletin Concessional Mass Limits for NHVAS

April 2012

Background

Since 1999 in Queensland (Qld), transport operators accredited under the National Heavy Vehicle Accreditation Scheme (NHVAS) Mass Management Module have been eligible to operate at increased mass limits on Qld's road network.

In 2006 the National Transport Commission (NTC) developed the Concessional Mass Limits (CML) for transport operators accredited under the NHVAS Mass Management Module. The Australian Transport Council approved CML for implementation nationally over a six month period from July 2006.

The implementation of CML in Qld was by continuation of the NHVAS Mass Management Module mass limits. However, the CML mass limits were slightly lower than what applied to NHVAS operators in Qld. Therefore as a means of not disadvantaging operators in Qld the reduced mass limits in the CML were not adopted. This means that some CML mass limits in Qld will exceed those in the NTC's nationally approved scheme. Operators travelling interstate should confer with the appropriate authority to determine the CML limits that apply to accredited operators in other jurisdictions.

Operating conditions

In addition to being NHVAS accredited, an operator must have in place, a system for ensuring that all accredited vehicles, including vehicles supplied by other parties have their suspension maintained. A suspension Maintenance Standard has now been incorporated into the NHVAS Mass Management Module. This will require operators to maintain suspensions according to manufacturer's recommendations and to document the specifications, frequency of checks, fault reporting, decision making, and evidence of repairs by qualified persons.

The CML Scheme is not linked to a requirement for road friendly suspension nor does it further restrict a vehicle or combination from routes that would have been used when complying with regulation mass limits. However, suspensions must be Australian Design Rule (ADR) compliant.

Mass limits

The NHVAS mass limits that applied to operators in Qld were reflected in a table that listed the types of vehicles by axle configuration. This method of identifying vehicle types was somewhat restrictive as it was not possible to reflect all the vehicles and configurations that NHVAS mass limits applied to.

Therefore, as a means of providing more flexibility to operators, the mass limits that apply to CML will be reflected in the following manner:

- the gross mass of a vehicle or combination cannot exceed the sum of its axle loads and is set at no higher than 5% of the statutory mass limits, subject to:
 - a maximum increase of 1 tonne for a vehicle or vehicle combination with an allowable gross mass not exceeding 55 tonnes; or
 - a maximum increase of 2 tonnes for vehicle combinations with an allowable gross mass exceeding 55 tonnes but not exceeding 85 tonnes; or
 - a maximum increase of 3 tonnes for vehicle combinations with an allowable gross mass exceeding 85 tonnes but not exceeding 120 tonnes; or
 - a maximum increase of 4 tonnes for vehicle combinations with an allowable gross mass exceeding 120 tonnes; or

- vehicle must not be loaded in excess of the manufacturer's ratings, and
- a mass limit on single axles and axle groups, as shown in table 1 below.

Table 1 – Mass limits for single axles and axle groups

Axle/axle group descriptions	Mass limits
Single axles	
• single steer	6.25t
• single steer complying with <i>Guideline for Increased Front Steer Axle Mass in Queensland, Form Number 20</i>	6.50t
• single steer on road trains fitted with single tyres, the section width of which, is at least 375mm ..	6.70t
• single axle fitted with dual tyres	9.50t
Twin steer axle groups	
• twin steer (non-load sharing)	10.00t
• twin steer (load sharing)	12.00t
Tandem axle groups	
• fitted with single tyres on one axle and dual tyres on the other axle	13.50t
• fitted with single tyres, the section width of which is:—	
(a) less than 375mm	11.50t
(b) 375mm or more, but less than 450mm	13.80t
(c) 450mm or more	14.50t
• fitted with dual tyres	17.00t
Tri-axle groups	
• fitted with single tyres, with the section width that is less than 375mm on all or part of the axle group	15.50t
• fitted with single tyres, the section width of which, is at least 375mm, and/or dual tyres, or a combination of these tyres	21.00t

Ineligible vehicles

The following vehicles are not eligible for CML, due to safety reasons or because they are eligible to operate at masses higher than those afforded by CML:











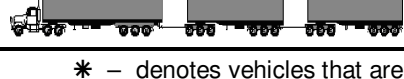
- pig trailers;
- truck and dog trailer combinations operating under the *Guideline for Motor Truck and Dog Trailer Combinations up to 50 tonnes total mass, Form Number 18*;
- Vehicles or combinations operating under any permit, concession scheme or guideline (except for *Guideline for Increased Front Steer Axle Mass in Queensland Form Number 20*) which allows for a higher steer axle mass than that specified in the *Transport Operations (Road Use Management – Mass, Dimensions and Loading) Regulation 2005*.

Useful information

Information on joining National Heavy Vehicle Accreditation Scheme.	Open website www.tmr.qld.gov.au (follow the links to Industry and then Accreditation) or contact the NHVAS Administrator on (07) 3253 4041
More information relating to mass limits for to CML vehicles.	Contact (07) 3066 5508

Examples of CML gross mass limits

The following are examples of CML weights that would apply to common vehicle types and have been included as a means of demonstrating to operators how the CML weights are calculated.

Vehicle Type	Limit Type	Steer Axle	Single Axle	Tandem Axle	Tri-Axle	Maximum Gross Mass
2 Axle Rigid Truck 	Regulation	6.00t	9.00t			15.00t
	CML	6.25t	9.50t			15.75t
	*CML	N/A				
3 Axle Rigid Truck 	Regulation	6.00t		16.50t		22.50t
	CML	6.25t		17.00t		23.25t
	*CML	6.50t		17.00t		23.50t
4 Axle Twin-Steer Rigid Truck (L/S) 	Regulation	11.00t		16.50t		27.50t
	CML	12.00t		17.00t		28.50t
3 Axle Rigid Truck & 3 Axle Dog Trailer 	Regulation	6.00t	9.00t	16.50t		42.50t
	CML	6.25t	9.50t	17.00t		43.50t
	*CML	6.50t	9.50t	17.00t		44.00t
Six Axle Semi-Trailer 	Regulation	6.00t		16.50t	20.00t	42.50t
	CML	6.25t		17.00t	21.00t	43.50t
	*CML	6.50t		17.00t	21.00t	44.00t
⊗ Seven Axle 19m B-double 	Regulation	6.00t		16.50t		50.00t
	CML	6.25t		17.00t		51.00t
	*CML	6.50t		17.00t		51.50t
◆ Seven Axle 19m B-double 	Regulation	6.00t		16.50t		55.50t
	CML	6.25t		17.00t		57.25t
	*CML	6.50t		17.00t		57.50t
Nine Axle B-double 	Regulation	6.00t		16.50t	20.00t	62.50t
	CML	6.25t		17.00t	21.00t	64.50t
	*CML	6.50t		17.00t	21.00t	65.00t
Type 1 Road Train 	Regulation	6.00t		16.50t	20.00t	79.00t
	CML	6.70t		17.00t	21.00t	81.00t
Type 2 Road Train 	Regulation	6.00t		16.50t	20.00t	115.50t
	CML	6.70t		17.00t	21.00t	118.50t
Type 2 Road Train 	Regulation	6.00t		16.50t	20.00t	122.50t
	CML	6.70t		17.00t	21.00t	126.50t
<p>* – denotes vehicles that are also eligible for increased steer axle and gross combination masses under the <i>Guideline for Increased Front Steer Axle Mass in Queensland Form Number 20</i></p> <p>⊗ – denotes weights applicable to general access routes</p> <p>◆ – denotes weights applicable to approved B-double and road train routes</p> <p>NOTE – Vehicles must comply with axle spacing formulas appropriate to statutory mass limits.</p>						