

Guideline for Operation of

Excess Mass

Special Purpose Vehicles to 40 tonnes

and

**Vehicles Carrying an Indivisible Item to
59.5 tonnes**

**Form Number 11
Version 5
September 2011**

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1. This Guideline has been produced under Part 4 Section 22 of the *Statutory Instruments Act 1992* in accordance with Section 48 of the *Transport Operations (Road Use Management—Mass, Dimensions and Loading) Regulation 2005*.

2. This form commenced on 16 September 2011.

3. APPLICATION OF GUIDELINE

3.1 This Guideline applies to special purpose vehicles, as well as vehicle combinations, consisting of a prime mover towing a trailer or a trailer combination that is carrying a heavy indivisible item.

3.2 The Guideline for Operation of Excess Mass, Special Purpose Vehicles to 40 tonnes and Vehicles Carrying an Indivisible Item to 59.5 tonnes Form 11 Version 4 is now repealed.

3.3 The operator of a vehicle that complies with the requirements of this Guideline is permitted to operate at mass limits which exceed those in the *Transport Operations (Road Use Management—Mass, Dimensions and Loading) Regulation 2005*, Schedule 4, Sections 1.(3) and 1.(6), Section 2, Section 4.(1), Section 6 and Schedule 7, Section 1, Sections 2.(1) and 2.(4).

3.4 Operators must apply and be recorded as an Approved Heavy Haulage Operator, as specified in Section 4.

3.5 Special purpose vehicles and prime movers must be issued with an Authority to Operate from the Department of Transport and Main Roads, as specified in Section 4.

3.6 To qualify to operate at the mass limits under this Guideline, the Approved Heavy Haulage Operator of a special purpose vehicle or vehicle combination must ensure compliance with the requirements of subsections 3.6.1, 3.6.2 and 3.6.3.

3.6.1 Ensure the vehicle/combination mass does NOT EXCEED the applicable MASS REQUIREMENTS of the following sections:

Section 5 - TYRE REQUIREMENTS

Section 6 - Axle and Total Mass Limits for LOAD CARRYING VEHICLES (must not exceed 59.5 tonnes)

Section 7 - Axle and Total Mass Limits for SPECIAL PURPOSE VEHICLES (must not exceed 40 tonnes)

3.6.2 Ensure the operation of the vehicle/combination complies with the OPERATIONAL REQUIREMENTS of the following sections:

Section 4 - ELIGIBILITY TO OPERATE

Section 8 - VEHICLE OPERATIONS

Section 9 - VEHICLE STANDARDS

Section 10 - ADMINISTRATION

- 3.6.3** Ensure the operation of the vehicle/combination complies with the **CONDITIONAL REQUIREMENTS** of the following section:

Section 11 - CONDITIONS OF OPERATION

- 3.7** The Approved Heavy Haulage Operator must ensure that the driver of a special purpose vehicle or vehicle combination is aware of the requirements of this Guideline and any relevant conditions.
- 3.8** For the purpose of this Guideline a vehicle combination includes any load upon the vehicle combination.
- 3.9** This Guideline does not apply to a vehicle combination that is:
- (a) a road train, or a B-double, or any derivatives thereof; or
 - (b) carrying a loaded or empty freight container designed for multi-modal transport.
- 3.10** This Guideline does not cover movement of excess mass agricultural vehicles and excess mass agricultural combinations. Agricultural vehicles or vehicle combinations must comply with regulation mass limits or an authorisation produced to cover any excess mass.
- 3.11** This Guideline is issued under the *Transport Operations (Road Use Management—Mass, Dimensions and Loading) Regulation 2005*, as an alternative means of complying with Schedule 4, Sections 1.(3) and 1.(6), Section 2, Section 4.(1), Section 6, and Schedule 7, Section 1, Sections 2.(1) and 2.(4).
- 3.12** This Guideline authorises the movement of an excess mass special purpose vehicle or an excess mass vehicle combination, when the vehicle or combination is operating on Queensland roads.
- The Approved Heavy Haulage Operator must ensure the operation of the excess mass vehicle or excess mass vehicle combination, on roads other than State-controlled roads, is approved, in writing, by the appropriate authority.
- 3.13** When an excess mass special purpose vehicle or vehicle combination exceeds the maximum mass limits or other requirements of this Guideline, separate approval is required to allow movement on Queensland roads. This approval will be in the form of an excess mass permit.
- 3.14** In this Guideline, a reference to a vehicle or combination means a vehicle or combination that is operating in excess of regulation mass limits.
- 3.15** In this Guideline, a reference to an indivisible item means an item that:
- (a) cannot be divided without extreme effort, expense or risk of damage to it; and
 - (b) cannot be carried on any conforming vehicle combination without exceeding a mass limit in the *Transport Operations (Road Use Management—Mass, Dimensions and Loading) Regulation 2005*.

4. ELIGIBILITY TO OPERATE

4.1 Approved Heavy Haulage Operator

4.1.1 Operators who wish to operate under this Guideline must apply to the Department of Transport and Main Roads, and be recorded as an Approved Heavy Haulage Operator.

4.2 Authority to Operate for a Vehicle

4.2.1 To be eligible to operate under this Guideline a special purpose vehicle or the prime mover of a excess mass vehicle combination must be issued with an Authority to Operate from the Department of Transport and Main Roads.

4.2.2 The requirement to be issued with an Authority to Operate as stated in section 4.2.1 does not apply for the following vehicles:

- A vehicle or combination issued an exemption; or
- A special purpose vehicle preparing to obtain an Authority to Operate.

4.3 Supervised Weighing for a Special Purpose Vehicle

4.3.1 All excess mass special purpose vehicles must be made available for a supervised weighing to establish operational requirements.

4.3.2 Section 4.3.1 does not apply if a special purpose vehicle is issued with an exemption.

4.4 Audit Weighing of a Special Purpose Vehicle

4.4.1 An excess mass special purpose vehicle must be made available for an audit supervised weighing when requested by a Department of Transport and Main Roads officer.

5. TYRE REQUIREMENTS

5.1 Mass Limits Relating to Tyre Width

5.1.1 The mass on an axle fitted with tyres of a number and width described in Table 1 must not exceed the mass limit specified in the table for that axle in relation to the narrowest tyre on the axle.

Table 1 - Mass Limit for an Axle*(based on pavement capacity)*

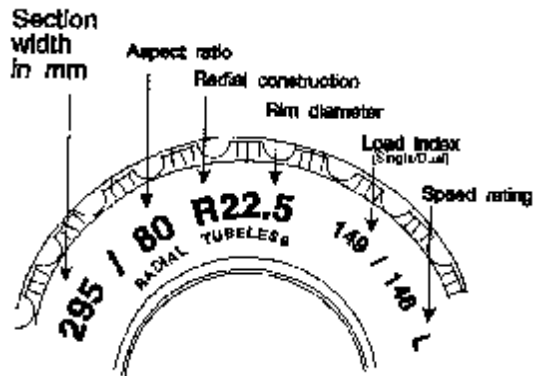
Tyre width (mm) of the narrowest tyre on the axle		Mass limit for an axle fitted with 2 tyres (tonnes)	Mass limit for an axle fitted with 4 tyres (tonnes)
at least	but less than		
190	228	4.5	9.0
228	254	5.0	9.5
254	279	6.0	10.0
279	305	6.5	11.0
305	330	7.0	12.0
330	356	7.5	13.0
356	381	8.0	14.0
381	406	9.0	14.0
406	458	10.0	14.0
458	508	11.0	14.0
508		12.0	14.0

5.1.2 The mass on an *axle group* fitted with tyres of a number and width described in Table 2 must not exceed the mass limit specified in the Table for that axle group in relation to the narrowest tyre in the group.

Table 2 - Mass Limit for an Axle Group*(based on pavement capacity)*

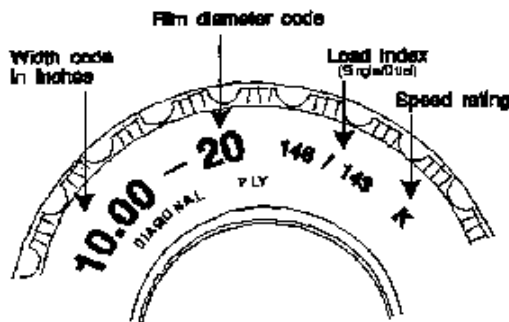
Tyre width (mm) of the narrowest tyre in the axle group		Mass limit for a tandem axle group fitted with 4 tyres (tonnes)	Mass limit for a tri-axle group fitted with 6 tyres (tonnes)
at least	but less than		
381	406	16.5	22.0
406	431	17.0	23.0
431	458	17.5	24.0
458	482	18.0	25.0
482	508	18.5	26.0
508		19.0	27.0

- 5.1.3 For the purposes of Table 1 and 2, the tyre width of a *radial ply* tyre is the number of millimetres marked on the tyre in the position labeled "Section Width in 'mm'" on the diagram below.



Position of section width marking on radial ply tyre

- 5.1.4 For the purposes of Tables 1 and 2, the tyre width of a *bias-type* tyre is the number of millimetres equal to 25.4 times the number marked on the tyre in the position labeled "Width code in inches" on the diagram below, i.e. 1 inch = 25.4mm. The conversion is rounded up to the next whole "mm".



Position of width code marking on bias type or diagonal tyre

- 5.1.5 If no section width code is marked on a tyre, the tyre width for the purposes of Tables 1 and 2 may be determined by measuring the width of the part of the tyre that normally comes into contact with the road surface.
- 5.1.6 If two or more mass limits apply to the same axle or axle group as a result of the application of provisions in Table 1, 2, 5 or 6, the axle or axle group must comply with the lower or lowest of those limits, unless a permit specifies otherwise.

5.2 Manufacturer's Rating

5.2.1 The mass limits outlined in Tables 1 and 2 are the maximum mass limits permitted for the particular tyre width. Vehicles/combinations are only permitted to operate at these masses if the tyre manufacturer's ratings are not exceeded.

5.3 Load and Speed Indices

5.3.1 Modern tyre designations include manufacturer's ratings in the form of a load index at a certain speed. The maximum safe tyre loads per tyre for truck tyres may be obtained by using load and speed indices as shown below.

5.3.2 Special purpose vehicles or vehicle combinations are only permitted to operate at a Guideline mass if the tyre manufacturer's ratings are not exceeded. The following 'Load Index', Table 3 and 'Speed Index', Table 4 are listed to assist operators in assessing manufacturer's ratings of vehicles/combinations.

**Table 3 - Load Index
Manufacturer's Load Rating**

Load Capacity Index	Load per Tyre (kg)	Load Capacity Index	Load per Tyre (kg)	Load Capacity Index	Load per Tyre (kg)
128	1800	139	2430	150	3350
129	1850	140	2500	151	3450
130	1900	141	2575	152	3550
131	1950	142	2650	153	3650
132	2000	143	2725	154	3750
133	2060	144	2800	155	3875
134	2120	145	2900	156	4000
135	2180	146	3000	157	4125
136	2240	147	3075	158	4250
137	2300	148	3150	159	4375
138	2360	149	3250	160	4500

**Table 4 - Speed Index
Manufacturers Speed Rating**

Speed Index	Speed (km/h)
F	80
G	90
J	100
K	110
L	120
M	130

5.4 Tyre Inflation Pressures

5.4.1 The Approved Heavy Haulage Operator of a special purpose vehicle or vehicle combination must ensure that the vehicle is driven with the tyres fitted to the vehicle/combination, inflated to the appropriate pressures for the load imposed on the tyres.

5.4.2 Tyre inflation pressures must not exceed the maximum, or be less than the minimum, specified by the manufacturer for the tyre.

5.4.3 Tyre inflation pressure must not exceed the cold inflation pressure specified in the *Transport Operations (Road Use Management—Mass, Dimensions and Loading) Regulation 2005*, Schedule 4, Section 1(2):

- | | | | |
|-----|--------------------------|---|-----------------------|
| (a) | for a radial ply tyre | - | 825 kPa (120 psi); or |
| (b) | for another type of tyre | - | 700 kPa (102 psi) |

6. LOAD-CARRYING VEHICLE COMBINATIONS

6.1 Application of Section

6.1.1 This section applies only to load carrying vehicle combinations.

6.1.2 The maximum total mass limit for vehicle combinations operating under this section must not exceed 59.5 tonnes.

6.1.3 The mass permitted must in all cases be the least of any requirement of this Guideline, i.e. axle and axle group mass, gross mass, manufacturer's rating and tyres.

6.2 Mass Limits for Axles and Axle Groups for Load Carrying Vehicle Combinations

6.2.1 The mass on a single axle or axle group described in Table 5 must not exceed the Guideline mass limit specified in the Table if it is in a combination consisting of a tandem drive prime mover towing:

- (a) a low loader; or
- (b) a low loader dolly and a low loader; or
- (c) a jinker; or
- (d) a low loader dolly and a jinker; or
- (e) a semitrailer.

**Table 5 - Load Carrying Vehicle Combinations
Prime Mover and Trailing Groups**

	AXLE GROUP (tyres per axle)	GUIDELINE MASS
	Single Axle	
1	2 Tyres (steer)	6 tonne
2	4 Tyres	9 tonne
3	8 Tyres	12 tonne
	Twinsteer Axle Group	
4	4 Tyres (Non Load Sharing Suspension)	10 tonne
5	4 Tyres (Load Sharing Suspension)	11 tonne
	Tandem Axle Group	
6	8 Tyres (prime mover only)	18.5 tonne (no less than 14 tonne)
7	8 Tyres, (trailer only) Centre Line Axle Spacing - at least 1.2m	18.5 tonne
8	16 Tyres, (trailer only) Centre Line Axle Spacing - at least 1.2m	21 tonne
	Tri Axle Group (trailer only) including oversize tri-axle groups	
9	12 or more Tyres, Centre Line Axle Spacing - at least 1.2m	25 tonne
10	12 or more Tyres, Centre Line Axle Spacing - at least 1.2m, and distance between centre lines of outer most axles, at least 3.2 m	27 tonne
	Quad Axle Group (trailer only)	
11	16 or more Tyres Centre Line Axle Spacing – at least 1.2m	30 tonne
12	16 or more Tyres Centre Line Axle Spacing –1.2m , 2.4m, 1.2m	35 tonne

6.2.2 The mass on an axle group or single axle must not exceed the relevant limit set by the *Transport Operations (Road Use Management—Mass, Dimensions and Loading) Regulation 2005* if it is:

- (a) not described in Table 5; or
- (b) on a load-carrying vehicle combination other than one described in subsection 6.2.1.

6.2.3 For a tandem drive axle, single axle dolly combination, the following additional limits apply:

- (a) Minimum overall axle spacing of 2.8m.
- (b) Maximum load on the drive, single axle dolly combination, of 25 tonnes.

6.2.4 For a tandem drive axle, tandem axle dolly combination, the following additional limits apply:

- (a) Minimum overall axle spacing of 4.6m.
- (b) Maximum load on the drive-tandem axle dolly combination is 34 tonnes.

6.2.5 If two or more mass limits apply to the same axle or axle group as a result of the application of provisions in Table 1, 2, or 5, the axle or axle group must comply with the lower or lowest of those limits.

6.3 Total Mass Limits for *Load - Carrying Vehicle Combinations*

6.3.1 The sum of the masses on each of the combination's single axles and axle groups must not exceed the sum of the mass limits specified for each of them in Table 5 or section 6.2 of this Guideline.

6.3.2 In addition, the total mass of the combination and any load must not exceed:

- (a) 59.5 tonnes if the distance "A" between the centre line of the rearmost axle of the towing vehicle or dolly and the centre line of the foremost axle of the combination's rear axle group is 6m or more.
- (b) 59.5 tonnes decreased by 1 tonne for every 0.3m by which the distance "A" referred to in paragraph 6.3.2 (a) is less than 6m.

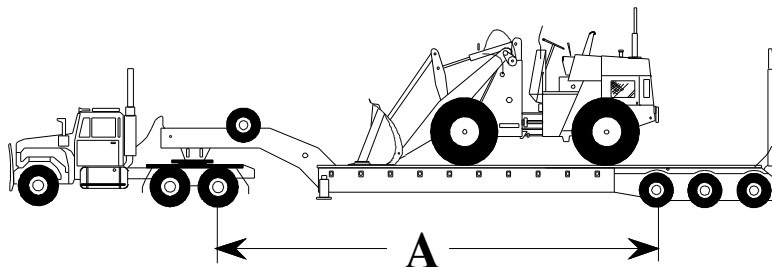


Illustration of distance for the purpose of subsection 6.3.2

6.3.3 The manufacturer's gross mass rating for the vehicle combination must not be exceeded.

7 SPECIAL PURPOSE VEHICLES

7.1 Application of Section

7.1.1 This section applies only to special purpose, non load carrying vehicles.

7.1.2 The mass permitted must in all cases be the least of any requirement of this Guideline, i.e. axle, axle group, gross mass, manufacturer's rating and tyres.

7.2 Mass Limits for Axles and Axle Groups for Special Purpose Vehicles (non Load - Carrying).

7.2.1 The mass on a single axle or axle group described in Table 6 must not exceed the Guideline mass limit specified in the Table if it is:

- (a) a special purpose vehicle; or
- (b) a semitrailer based item of mobile machinery (i.e. crushing plant).

Table 6 - Special Purpose Vehicles

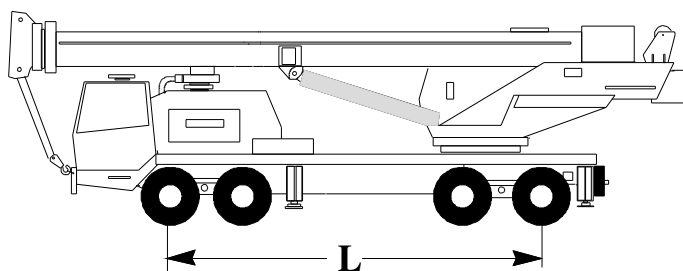
	AXLE GROUP (tyres per axle)	GROUND CONTACT WIDTH	GUIDELINE MASS
	Single Axle		
1	Single Tyres	Any	7 tonne
2	Dual Tyres	Any	10 tonne
	Twinsteer Axle Group		
3	Non Load Sharing Suspension, Single Tyres	Any	10 tonne
4	Load Sharing Suspension, Single Tyres	Any	16 tonne
	Tandem Axle Group		
5	Single Tyres	Any	14 tonne
6	Dual Tyres, Centre Line Axle Spacing - 1.2m to 1.35m	less than 2.5 m 2.5 metres 2.6 metres 2.7 metres 2.8 metres 2.9 metres 3.0 metres 3.1 metres 3.2 metres 3.3 metres & wider	20 tonne, minus 1.0 tonne per 100mm the ground contact width is less than 2.4 m 20 tonne 21 tonne 22 tonne 23 tonne 24 tonne 25 tonne 26 tonne 27 tonne 28 tonne
7	Dual Tyres, Centre Line Axle Spacing - at least 1.35 m	less than 2.5 m 2.5 metres 2.6 metres 2.7 metres 2.8 metres 2.9 metres 3.0 metres & wider	23 tonne, minus 1.0 tonne per 100mm the ground contact width is less than 2.4 m 23 tonne 24 tonne 25 tonne 26 tonne 27 tonne 28 tonne
	Tri Axle Group		
8	Single Tyres (less than 375 mm)	Any	18 tonne
9	Dual Tyres, Centre Line Axle Spacing - 1.2m to 1.35m	Any	25 tonne, minus 1.0 tonne per 100mm the axle width is less than 2.4 metres
10	Dual Tyres, Centre Line Axle Spacing - at least 1.35 m	Any	27 tonne, minus 1.0 tonne per 100mm the axle width is less than 2.4 metres

7.3 Total Mass Limits for Special Purpose Vehicles (Non Load Carrying)

7.3.1 The total mass of a special purpose vehicle must not exceed the least of:

- (a) the sum of the masses allowed for each single axle and axle group on the vehicle; and
- (b) 40 tonnes; and
- (c) the mass worked out using the following formula:

$$\text{Mass in tonnes} = 3L + 15 \pm G$$



where:

“L” is the distance in metres between the centre lines of the vehicle's foremost and rearmost axles; and

“±G” is a number of tonnes:

- (a) +G, to be added at the rate of 1 tonne for each 100mm by which the ground contact width* of the heaviest axle group exceeds 2.5m; or
- (b) -G, to be subtracted at the rate of 1 tonne for each 100mm by which the ground contact width* of the heaviest axle group is less than 2.4m.

* Refer “Definitions” section for explanation of ‘Ground Contact Width’.

7.3.2 Total mass limits in Section 7.3.1 do not apply to a combination consisting of prime mover and a semitrailer based item of mobile machinery.

7.3.3 Total mass limits for combinations consisting of prime mover and semitrailer based combinations must comply with the total mass limits for ‘Load Carrying Vehicle Combinations’ in the section ‘Total Mass Limits for Load Carrying Vehicles and Combinations’.

7.3.4 The manufacturer's gross mass rating for the vehicle must not be exceeded.

8 VEHICLE OPERATIONS

8.1 Assessing Routes

8.1.1 Before a special purpose vehicle or vehicle combination is driven along any route, the Approved Heavy Haulage Operator must be satisfied that the special purpose vehicle or vehicle combination can be driven along the route without contravening subsection 8.1.2.

8.1.2 A special purpose vehicle or vehicle combination must not be driven along a route if it is likely to cause:

- (a) disruption to services, which could include, but is not limited to, telecommunication, electricity, rail, gas, water or sewage services; or
- (b) damage to a road, which could include, a bridge, a structure, a rail crossing, trees, signs, or other road furniture.

8.1.3 To satisfy the requirements of section 8.1.2, approval to travel along the route is required from the authority responsible for the service or property. The vehicle or combination must be driven in accordance with conditions of the approval granted by that authority.

8.1.4 Where approval has been obtained to travel along a route from an authority responsible for the services or property, the special purpose vehicle or vehicle combination must continue to comply with the requirements of this Guideline.

8.1.5 A special purpose vehicle or vehicle combination must not be driven along a road or bridge at a mass which exceeds the mass shown on a sign relating to the road, bridge, or other structure.

8.2 Keeping Documents

8.2.1 The Approved Heavy Haulage Operator must ensure that the driver of a special purpose vehicle or vehicle combination carries:

- (a) any notice or permit under which the special purpose vehicle or vehicle combination is required to operate;
- (b) any information sheet issued by an Authority, which sets out the obligations imposed under the approval;
- (c) an Authority to Operate under this Guideline or evidence that an Authority to Operate number has been generated for this vehicle; and
- (d) a copy of the current conditions of operations.

8.2.2 Section 8.2.1 (d) does not apply to temporary road closures which are available via the Department of Transport and Main Roads website at <http://www.tmr.qld.gov.au/Business-and-Industry/Heavy-vehicles/Excess-mass-and-dimensions> - Excess mass and dimension conditions.

8.2.3 The Approved Heavy Haulage Operator must ensure that the documents required in section 8.2.1 are produced by the driver of a special purpose vehicle or vehicle combination when requested by a member of the Queensland Police Service or an Authorised Officer.

8.3 Compliance Weighing

8.3.1 The Approved Heavy Haulage Operator must ensure that the driver of a special purpose vehicle or vehicle combination allows the vehicle or combination to be weighed when requested by an Authorised Officer.

8.4 Carrying Equipment in Addition to a Large Indivisible Item

8.4.1 A vehicle combination must not carry more than one indivisible item at a time.

8.4.2 In spite of section 8.4.1, a vehicle combination carrying a special purpose vehicle or agricultural vehicle may also carry up to one (1) tonne of additional equipment, tools, substances, or detached parts to be used in conjunction with the vehicle being carried. e.g. blades, buckets, rippers.

8.4.3 A vehicle combination carrying any equipment, tools, substances or detached parts to be used in conjunction with a special purpose vehicle or agricultural vehicle being transported must not exceed the tyre requirements, axle masses, axle group masses and total mass limits appearing in this Guideline.

8.4.4 In section 8.4.2, equipment, tools, substances, or detached parts to be used in conjunction with the vehicle being carried does not cover the carriage of fuel other than the fuel contained in the fuel tank of the vehicle being carried and does not cover the carriage of substances which will be spread by the vehicle being carried.

8.5 Carrying Additional Equipment on Special Purpose Vehicles

8.5.1 Special purpose vehicles may be approved to operate at a gross vehicle mass (GVM) up to one (1) tonne over the vehicle's tare mass to allow the carriage of additional equipment to be used in conjunction with the vehicle. The vehicle's tare and approved GVM are recorded on the vehicle's Authority to Operate.

8.5.2 The following list indicates examples of additional equipment permitted to be carried on a particular special purpose vehicle.

Vehicle	Additional Equipment
Crane	Slings, alternative hooks and blocks, tackle, timber.
Concrete Pump	Quantity of water, cement or fly ash, extension pipes
Drill Rig	Drill stems, necessary tools for rigging
Fire Trucks	Fire fighting equipment, quantity of water, foam

8.5.3 The additional equipment is permitted to be carried on the condition that the special purpose vehicle does not exceed the tyre requirements, axle masses, axle group masses and total mass limits appearing in this Guideline or the vehicle's Authority to Operate.

8.5.4 In section 8.5.1, additional equipment to be used in conjunction with the vehicle does not cover the carriage of fuel other than the fuel contained in the fuel tank/s of the vehicle and does not cover the carriage of substances which will be spread by the vehicle.

8.6 Towing Other Vehicles

8.6.1 A special purpose vehicle operating under this Guideline must not tow a trailer or any other vehicle.

9 VEHICLE STANDARDS

9.1 Minimum Axle Distance

9.1.1 The centre lines of adjacent axles in an axle group on an excess mass vehicle or combination must be at least 1.2m apart.

9.2 Measuring the Distance Between Parallel Lines

9.2.1 In this Guideline, a reference to a distance between 2 lines that are parallel means the distance measured at right angles between the lines, for example, distance between centre line of axles.

9.3 Application to Retractable Axles

9.3.1 For the purpose of this Guideline, a retractable axle must be taken to be an axle when it is in the lowered position and must not be taken as an axle when it is in the raised position.

9.4 Load Sharing Suspension

9.4.1 A special purpose vehicle or vehicle combination must have a load sharing suspension system fitted to all axle groups which have more than one axle in the group.

9.4.2 In spite of section 9.4.1 a special purpose vehicle fitted with a twin steer axle group may operate with a non load sharing suspension system on the twin steer group. Reduced axle mass limits apply.

9.5 Manufacturer's Ratings

9.5.1 The Approved Heavy Haulage Operator of a special purpose vehicle or vehicle combination must ensure that the vehicle or vehicle combination operating under this Guideline complies with the specified manufacturer's capacity rating for the vehicle.

10 ADMINISTRATION

10.1 Vehicle Registration

10.1.1 All special purpose vehicles and vehicles in a vehicle combination must have current registration.

10.1.2 All special purpose vehicles must be registered to the maximum gross mass required.

10.1.3 Each part of a vehicle combination must be registered under the correct registration charge code.

Registration charge codes are displayed on registration labels.

11. CONDITIONS OF OPERATION

11.1 Restricted Roads

11.1.1 The Approved Heavy Haulage Operator must ensure that special purpose vehicles or vehicle combinations operating under this Guideline do not operate on restricted roads, in contravention of requirements, or at mass limits which exceed those specified for the particular roads, in the Conditions of Operation.

11.1.2 For the location and currency of Conditions of Operation refer to section 11.3.

11.2 Temporary Road Closures/Load Limitations

11.2.1 The Approved Heavy Haulage Operator must ensure that the driver of a special purpose vehicle or vehicle combination is aware of, and complies with, any temporary road closures which may affect the route used.

11.2.2 The maximum axle mass limits and the total mass limits in this Guideline shall be automatically suspended or decreased in the event of heavy or prolonged rain affecting the route used, as directed by the road authority.

11.2.3 A special purpose vehicle or vehicle combination must not be driven along a road or bridge at a mass which exceeds the mass limit set during a temporary road closure/load limitation.

11.2.4 Information concerning temporary road closures affecting vehicles operating under this Guideline is available 24 hours a day, seven days a week via the Department of Transport and Main Roads web site at <http://www.tmr.qld.gov.au/Business-and-Industry/Heavy-vehicles/Excess-mass-and-dimensions> - Excess mass and dimension conditions.

11.3 Currency of Conditions

11.3.1 The Approved Heavy Haulage Operator must ensure the driver of a special purpose vehicle or vehicle combination carries a current copy, and any updates, of the “Conditions of Operation” when operating the vehicle or vehicle combination.

11.3.2 Current “Conditions of Operations” can be accessed:

- (a) via the Department of Transport and Main Roads web site at <http://www.tmr.qld.gov.au/Business-and-Industry/Heavy-vehicles/Excess-mass-and-dimensions> - Excess mass and dimension conditions.
- (b) by contacting an excess mass permit issuing centre.

12 DEFINITIONS

“**agricultural combination**” means a combination which includes at least one agricultural vehicle.

“**agricultural vehicle**” means an agricultural implement or agricultural machine.

“**approved heavy haulage operator**” means a person or company who has applied and been recorded as a approved heavy haulage operator.

“**axle**” means one or more shafts positioned in a line across a vehicle, on which one or more wheels intended to support the vehicle turn.

“**axle group**” means a single axle group, tandem axle group, twinsteer axle group, tri-axle group or a quad axle group.

“**centre line**” in relation to an axle, means:

- (a) in the case of an axle consisting of one shaft, a line parallel to the length of the axle and passing through its centre; and
- (b) in the case of an axle consisting of 2 shafts, a line that is in the vertical plane passing through the centre of both shafts and that passes through the centres of the wheels on the shafts.

“**combination**” means a motor vehicle connected to one or more vehicles.

“**dolly**” see ‘low loader dolly’

“**overall axle spacing**” of a drive – dolly combination means the horizontal distance between the centre of the leading drive axle of the prime mover and the centre of the rearmost axle of the dolly in a prime mover – dolly combination.

“**excess mass**” means having a mass that, including the mass of any load, exceeds a relevant mass limit in the *Transport Operations (Road Use Management—Mass, Dimensions and Loading) Regulation 2005*.

“fuel tank” means a vessel connected to a vehicle, connected directly to the vehicles engine fuel system.

“ground contact width”:

- (a) in relation to an axle, means the distance between the outermost point of ground contact of the outside tyres on each end of the axle; and
- (b) in relation to an axle group, means the greatest ground contact width of all the axles in the group;

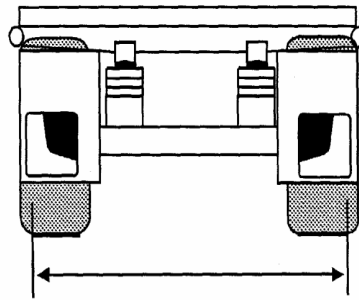


Illustration of ground contact width of an axle

“indivisible item” means an item that:

- (a) cannot be divided without extreme effort, expense or risk of damage to it; and
- (b) cannot be carried on any conforming vehicle combination without exceeding a mass limit in the *Transport Operators (Road Use Management) Regulation 1995*.

“jinker” means an axle or axle group which is built to support part of a load, and is connected to the vehicle in front of it by a pole or cable or the load itself, if any.

“load platform” means a trailer specifically designed for the movement of heavy loads with the trailer having all of the following features:

- (a) at least five equally spaced rows of axles;
- (b) a minimum of 1.6 metres longitudinal spacing between axle rows;
- (c) at least 8 tyres per axle row; and
- (d) all axle rows are steerable.

“load sharing suspension system” means an axle group suspension system that:

- (a) is built to divide the load between the tyres on the group so that no tyre carries a mass more than 10% greater than the mass it would carry if the load were divided equally: and
- (b) has effective damping characteristics on all axles on the group.

“low loader” means a gooseneck semitrailer with a loading deck no more than 1.0 metre above the ground.

“low loader dolly” means a mass-distributing device that:

- (a) is usually coupled between a prime mover and a low loader; and
- (b) consists of a gooseneck rigid frame; and
- (c) shares a portion of the load from the trailer gooseneck with the drive axles of the prime mover; and
- (d) is equipped with one or more axles, a king pin and a fifth wheel coupling.

“m” means metres

“mm” means millimetres

“non-truck based special purpose vehicle” (see "special purpose vehicle" definition)

“operator” means a person or company that is operating a load carrying vehicle combination or special purpose vehicle as described under section 6 or section 7 of this Guideline.

“oversize tri-axle group” means a group of 3 axles in which the horizontal distance between the centre lines of the outermost axles is more than 3.2 metres.

“prime mover” means a motor vehicle built to tow a semitrailer.

“quad axle group” means a group of 4 axles, in which the horizontal distance between the centre lines of the outermost axles is more than 3.2 metres but not more than 4.9 metres.

“retractable axle” means an axle that can be raised so the tyres on the axle do not touch the ground.

“road” includes an area that is -

- (a) open to or used by the public and is developed for, or has as one of its uses, the driving or riding of motor vehicles, whether on the payment of a fee or otherwise: or
- (b) dedicated to public use as a road; but
- (c) does not include an area declared under a regulation not to be a road.

"semitrailer based items of mobile machinery" (see "special purpose vehicle" definition)

“single axle” means an axle not forming part of a group.

“single axle group” means a group of 2 or more axles, in which the horizontal distance between the centre lines of the out most axles is less than 1 metre.”

“special purpose vehicle” means a motor vehicle, other than a tow truck or an agricultural vehicle, built for a purpose other than carrying a load, except for water in the case of concrete pumps and fire trucks.

Special purpose vehicles may be grouped into the following categories:

- (1) Truck based special purpose vehicles - that utilise a production built truck chassis as a basis for the vehicle. Australian Design Rule (ADR) requirements apply to these vehicles. Common examples are concrete pumps and drill rigs.
- (2) Non-truck based special purpose vehicles - that utilise a purpose built chassis as the basis for the vehicles. These vehicles can be identified by comparing the vehicle's chassis with a production built truck chassis. Common examples are front end loaders, forklifts and the majority of cranes.
- (3) Semitrailer based items of mobile machinery - that are designed to be towed by a prime mover. Common examples are crushing plants, mulching machines and drill rigs.

“tare weight” means the mass of:

- (a) the unloaded vehicle; and
- (b) any fuel, water, lubricants, tools and other equipment or accessories necessary for the vehicle's normal operation.

“tandem axle group” means a group of at least 2 axles, in which the horizontal distance between the centre lines of the outer most axles is at least 1 metre, but not more than 2 metres.

“tri-axle group” means a group of at least 3 axles, in which the horizontal distance between the centre lines of the outer most axles is more than 2 metres, but not more than 3.2 metres.

"truck based special purpose vehicle" (see "special purpose vehicle" definition)

“twinsteer” axle group means a group of two axles:

- (a) with single tyres;
- (b) fitted to a motor vehicle;
- (c) connected to the same steering mechanism; and
- (d) the horizontal distance between the centre lines of which is at least 1 metre, but no more than 2 metres.