



GTSN TRUCK BOOK

Version 5.0 – September 2025

Grain Transport Safety Network
WWW.GTSN.COM.AU

QUICK NAVIGATION

4.1	Rigid Trucks	Page 51	 3 Axle Rigid Truck
4.2	Truck & Dogs	Page 58	 3 Axle Rigid Truck and 4 Axle Dog Trailer
4.3	Truck and Pig Trailers	Page 78	 3 Axle Rigid Truck and 2 Axle Pig Trailer
4.4	Semitrailers	Page 88	 6 Axle Semitrailer
4.5	B-doubles	Page 100	 9 Axle B-double
4.6	AB-triples	Page 108	 14 Axle AB-triple Road train and 2 Axle Dolly
4.7	Type 1 Road Trains	Page 120	 11 Axle Road Train
4.8	B-triples	Page 136	 12 Axle B-triple Road Train
4.9	Type 1 Road Trains with Dog Trailers	Page 141	 3 Axle Rigid Truck and 2 x 4 Axle Dog Trailers (Road Train)
4.10	Type 2 Road Trains	Page 159	 18 Axle 3 Axle Dolly Road Train (Type 2)
4.11	Type 2 Quads	Page 165	 18 Axle ABB-quad Road Train and 3 Axle Dolly

TABLE OF CONTENTS

1	INTRODUCTION	6
1.1	PURPOSE	6
1.2	THE GTSN TRUCK CHART	7
1.3	HOW TO USE THE TRUCK BOOK	8
1.4	WHAT DOES THE LAW SAY?	10
1.5	WHO IS A PARTY IN THE CHAIN OF RESPONSIBILITY?	10
1.6	WHAT ARE THE RISKS?	11
1.7	HOW TO CONTROL THE RISK?	11
1.8	SEARCH TIPS AND USEFUL LINKS	12
1.9	LEGAL DISCLAIMER	12
2	PROCEDURAL GUIDELINES	14
2.1	ACCURATE INFORMATION RECORDING	14
2.2	TRUCK REGISTRATION CHECKING	14
2.3	PRIMARY PRODUCER PLATES	14
2.4	MASS MANAGEMENT GUIDELINES	15
2.4.1	<i>Loading trucks without weighing facilities</i>	<i>15</i>
2.4.2	<i>Managing trucks that exceed legal mass limits</i>	<i>15</i>
2.4.3	<i>Axle/axle group weights for grain</i>	<i>15</i>
2.4.4	<i>Weighbridge certification</i>	<i>15</i>
2.4.5	<i>Trucks driving on public roads between load point and weighbridge</i>	<i>16</i>
2.4.6	<i>Splitting trucks</i>	<i>16</i>
2.5	HYGIENE	16
2.6	TRUCK DRIVER SITE INDUCTIONS	17
2.6.1	<i>Health and safety risks</i>	<i>17</i>
2.6.2	<i>Roles and responsibilities</i>	<i>17</i>
2.6.3	<i>PPE and other requirements</i>	<i>17</i>
2.7	VEHICLE STANDARDS	18
2.7.1	<i>Convertible trailers</i>	<i>18</i>
2.7.2	<i>Tailgate chains</i>	<i>18</i>
2.7.3	<i>High sided trailers</i>	<i>18</i>
3	TECHNICAL INFORMATION	19
3.1	SHOWING EVIDENCE OF PERMITS	19
3.2	NHVR ONLINE TOOLS	19
3.2.1	<i>AVM Search</i>	<i>20</i>
3.2.2	<i>Rego Checker App</i>	<i>20</i>
3.3	TRUCK LENGTH, HEAVY VEHICLE ACCESS AND NHVR ACCESS PERMITS	21
3.3.1	<i>Sharing Access Permits</i>	<i>22</i>
3.4	GVM, GCM AND LEGAL MASS LIMITS	23
3.5	STEER ALLOWANCES	23
3.5.1	<i>0.5 tonne Steer Allowance</i>	<i>23</i>
3.5.2	<i>1.0 Tonne Steer Allowance for ADR 80/04 (Euro VI) Prime Movers</i>	<i>24</i>
3.5.3	<i>1.1 tonne steer allowance for Road Trains and AB-triples</i>	<i>24</i>
3.5.4	<i>1.1 tonne steer allowance for Semi-Trailers and B-doubles</i>	<i>25</i>
3.5.5	<i>Checking for Super Single Types for the 1.1 tonne steer concession</i>	<i>26</i>
3.6	CONCESSIONAL MASS LIMITS (CML)	26
3.7	HIGHER MASS LIMITS (HML)	27
3.7.1	<i>HML access permits</i>	<i>30</i>
3.7.2	<i>Qld 500 metre operation off the National Land Transport Network (NLTN)</i>	<i>30</i>
3.8	PERFORMANCE BASED STANDARDS (PBS)	32
3.9	NATIONAL CLASS 2 PBS LEVEL 1 & 2A TRUCK AND DOG TRAILER AUTHORISATION NOTICE	33
3.10	QUEENSLAND PERFORMANCE BASED STANDARDS A-DOUBLES EAST OF THE GREAT DIVIDING RANGE	33

3.11	NATIONAL CLASS 2 PERFORMANCE BASED STANDARDS (HIGH PRODUCTIVITY) AUTHORISATION NOTICE	34
3.11.1	NSW.....	35
3.11.2	Victoria	36
3.12	NATIONAL CLASS 3 TRUCK AND DOG TRAILER MASS EXEMPTION NOTICE	39
3.13	NATIONAL CLASS 3 20M LONG 3-AXLE TRUCK AND 4-AXLE DOG TRAILER MASS AND DIMENSION EXEMPTION NOTICE	40
3.14	SOUTH AUSTRALIAN 23 METRE TRUCK AND DOG NOTICE	41
3.15	VICTORIA ROAD TRAIN HAY & GRAIN NETWORK	42
3.16	ROAD FRIENDLY SUSPENSION (RFS)	43
3.16.1	Victorian road friendly suspension	43
3.16.2	Twin steer truck road friendly suspension	43
3.17	GRAIN HARVEST MANAGEMENT SCHEME (GHMS)	44
3.17.1	Queensland GHMS.....	44
3.17.2	New South Wales GHMS	45
3.17.3	NSW Farm Gate Scheme.....	46
3.17.4	Victorian GHMS	47
3.17.5	South Australian GHMS.....	47
3.18	NATIONAL CLASS 1 AGRICULTURAL VEHICLE AND COMBINATION MASS AND DIMENSION EXEMPTION NOTICE.....	48
4	DETAILED TRUCK CODES (BY TRUCK TYPE)	50
4.1	RIGID TRUCKS.....	51
4.2	TRUCK & DOGS	58
4.3	TRUCK AND PIG TRAILERS	78
4.4	SEMITRAILERS.....	88
4.5	B-DOUBLES.....	100
4.6	AB-TRIPLES.....	108
4.7	TYPE 1 ROAD TRAINS	120
4.8	B-TRIPLES	136
4.9	TYPE 1 ROAD TRAINS WITH DOG TRAILERS	141
4.10	TYPE 2 ROAD TRAINS.....	159
4.11	TYPE 2 QUADS	165
5	KEY TERMS & DEFINITIONS	170
6	TRUCK CODE QUICK LOOKUP TABLE (BY NUMBER)	176
7	ACKNOWLEDGEMENTS	184

LIST OF FIGURES

Figure 1: GTSN Truck Chart.....	7
Figure 2: Example table showing mass limits for truck code 12 – a 6 Axle Semitrailer	8
Figure 3: Acronyms used in the truck tables.....	8
Figure 4: NHVR App logo in App Store	19
Figure 5: Screenshot of NHVR AVM website (with results of search blacked out).....	20
Figure 6: NHVR Rego Checker App Examples (with confidential information removed)	20
Figure 7: Truck types requiring NHVR access permits	21
Figure 8: Example NHVR access permit on roads that are not gazetted	21
Figure 9: Truck fitted with FUPs bar	24
Figure 10: FUPs bar compliance plates	24
Figure 11: Semitrailer and dolly weighed with dolly off the weighbridge	25
Figure 12: State networks for Semi-Trailers and B-double for the 1.1 tonne steer allowance	25
Figure 13: Code 12 Example of Networks where 1.1 tonne steer applies.....	26
Figure 14: Comparison of tyre sizes.....	26
Figure 15: NHVAS mass management sticker	27
Figure 16: Example NHVAS Certificate of Accreditation (confidential information blacked out)	27
Figure 17: NHVR IAP Certificate.....	29
Figure 18: NHVR IAP certificate (cont.) with truck details	29
Figure 19: RMS NSW IAP Certificate	29
Figure 20: An NHVR issued Interim Intelligent Access Condition (IAC)	30
Figure 21: Telematics Monitoring Application Certificate	30
Figure 22: Queensland Higher Mass Limits Declaration	31
Figure 23: National Road Network Map (Qld)	31
Figure 24: NHVR PBS Approval	32
Figure 25: National Class 2 PBS Level 1 & 2a Truck & Dog Trailer Authorisation Notice 2024 (No.2).....	34
Figure 26: Queensland Class 2 PBS A-Double (Toowoomba to Port of Brisbane) Authorisation Notice 2023 (No.1)	34
Figure 27: National Class 2 Performance Based Standards (High Productivity) Authorisation Notice 2024 (No.1)	34
Figure 28: NSW PBS 2B Road Network on the NHVR National Network Map.....	36
Figure 29: Restricted Access Mass Limits on the NHVR National Network Map	37
Figure 30: Victoria PBS Level 2B Mass - General Freight Road Network on the NHVR National Network Map.....	37
Figure 31: PBS Level 3A General Freight – AB-triple (up to 36.5m) Network on the NHVR National Network Map.....	38
Figure 32: National Class 3 Heavy Vehicle 19m Truck and Dog Combinations.....	39
Figure 33: National Class 3 Truck and Dog Trailer Mass Exemption Notice 2023 (No.1)	39
Figure 34: National Class 3 20m Long 3-axle Truck and 4-axle Dog Trailer Mass and Dimension Exemption Notice.....	40
Figure 35: South Australia Class 3 Truck and Dog Trailer (up to 23m long) Mass and Dimension Exemption Notice 2025 (No.1).....	41
Figure 36: Truck Codes that can operate under the SA 23m Truck and Dog Trailer Notice	41
Figure 37: Victoria Hay & Grain Network for Road Trains and AB-triples on the NHVR National Network Map.....	42
Figure 38: Victoria Class 3 Road Friendly Suspension Mass Exemption Notice 2024 (No.1).....	43
Figure 39: Example twin steer truck (Code 73 – 4 Axle Twin Steer Rigid Truck & 4 Axle Dog Trailer)	43
Figure 40: Queensland Class 3 Heavy Vehicle (GHMS) Mass Exemption Notice 2024 (No.1)	44
Figure 41: AgForce Qld GHMS stickers	44



Figure 42: New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2024 (No. 1)45

Figure 43: NSW Farm Gate Map with Participating Councils (August 2025)46

Figure 44: Victoria Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2022 (No.1).....48

Figure 45: South Australian Heavy Vehicle Farm Gate Grain Transport Mass Exemption Notice 2025 (No.1)48

1 Introduction

This Truck Book has been developed by the Grain Transport Safety Network (GTSN) to help ensure that trucks are loaded within legal mass limits reducing the public risks from excessively loaded or excessively large heavy vehicles on our roads.

The GTSN is a collaborative network of grain industry supply chain participants including loaders and unloaders of grain, freight providers, end users, growers, and the government/statutory authorities. The primary objective of the GTSN is to raise awareness of the risks arising from the transport of grain and improve the safety of grain moved by heavy vehicles.

For more information about the GTSN see www.gtsn.com.au.

1.1 Purpose

The purpose of this Truck Book is to guide loaders, unloaders and operators to accurately identify the mass requirements applying to bulk grain trucks. The use of this Truck Book will help ensure trucks are loaded within legal mass limits and reduce the public risks from overloaded heavy vehicles on our roads.

To help simplify the process of identifying truck mass limits, the GTSN also publishes a Truck Chart with the top 10 most used grain truck types (see Figure 1: GTSN Truck Chart). Each truck type is assigned a truck code for ease of identification and reference. This Truck Book complements the Truck Chart by providing more detail on the vast range of heavy vehicles used to transport grain and their mass requirements.

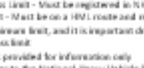
GTSN members periodically review truck volumes to determine the top truck codes for the Truck Chart and review the contents of this Truck Book to make sure all heavy vehicle combinations are included. New truck code requests should be emailed to enquiry@gtsn.com.au.

An electronic copy of this Truck Book and the GTSN Truck Chart can be downloaded from the GTSN website at www.gtsn.com.au.

1.2 The GTSN Truck Chart

A summary of the most commonly identified /most grain trucks is on the GTSN Truck Chart (see Figure 1). This should be the first point of reference when understanding grain truck mass limits.

Figure 1: GTSN Truck Chart

Maximum Length													
Category	Code	Image	Description	GML	Vic. HTF	GML + Vic. HTF	CML	HML	0.5t Steer	1.1t Steer	Grain Harvest Management		
Truck & Dog Trailer	16		1 Aisle Right Truck and 3 Aisle Dog Trailer ¹	43.5t		43.5t	43.5t		✓		43.7t	44.6t	45.7t
	76		1 Aisle Right Truck and 4 Aisle Dog Trailer ¹	43.5t		43.5t	43.5t		✓		43.7t	44.6t	44.6t
	87		1 Aisle Right Truck and 5 Aisle Dog Trailer								Not track before harvest ²		
Semi-trailer	12		6 Aisle Semi-trailer	43.5t	43.5t		43.5t	43.5t	✓		43.7t	44.6t	44.6t
B-double	83		7 Aisle B-double	53.5t	57.0t	50.0t ³	57.0t		✓	✓ ⁴	58.7t ⁵	53.0t	58.3t
	89		9 Aisle B-double	43.5t	43.5t		43.5t	43.5t	✓		43.7t	44.6t	44.6t
Road train	28		11 Aisle Road train (A Double)	79.0t			81.0t	81.0t	✓	✓	84.9t	83.0t	85.0t
	81		12 Aisle Road train (A Double)	80.0t			84.5t	84.5t	✓	✓	88.7t	86.6t	86.6t
Air-ride	88		14 Aisle Air-ride road train and 2 Aisle Dog	69.0t			101.0t	101.0t	✓	✓	106.4t	104.0t	106.0t
	86		15 Aisle Air-ride road train and 3 Aisle Dog	102.0t			104.0t	104.0t	✓	✓	110.3t	107.6t	108.7t

All masses are in metric tonnes.
GML = General Mass Limit
CML = Concessional Mass Limit - Must be registered in NHVR mass and display sticker on driver's side of the truck.
HML = Higher Mass Limit - Must be registered in NHVR in Victoria and South Australia - ADR 80/00 and QJd
Mass limits are the maximum limit, and it is important to know the Gross Combination (GCM) and Gross Vehicle Mass (GVM) and do not exceed that.
Legal Disclaimer: data is provided for information only.
Further information, refer to the National Heavy Vehicle Register www.nhvr.gov.au or www.gtsn.com.au




¹ Refer Victoria Class 3 Road/Friendly Suspension Mass Exemption Notice 2019 (No.1)

² Notice means:

a) National Class 3 Truck and Dog Trailer Mass Exemption Notice 2020 (No.1) – GHVS concessions do not apply to permit mass limit. Most trucks are engineered to load to the maximum mass limit and in some cases axle spacings may limit the mass limit. It is not reasonably practicable to check lower mass limits due to shorter axle spacings.

b) National Class 2 Heavy Vehicle B-Double Authorisation (Notice) 2014 (No.2)

³ CML = Concessional Mass Limit: Truck has NHVR Mass accreditation and sticker attached to the truck (see above)

⁴ Trucks in SA and Victoria require NHVR Mass to Operate to HML in NSW and Vic, GPS tracking (usually TMA) is required. See truck book for more detail.

⁵ 0.5t steer axle allowance applies to trucks with a Gross Vehicle Mass (GVM) over 15 tonnes fitted with specific technologies, including an engine complying with ADR 80/01 (Euro IV), Front Under-run Impact Protection that meets UN ECE Regulation No.93 or ADR 84, and cabin strength that meets the requirements of UN ECE Regulation No.29.

⁶ 1.1t allowance applies to Road train and Air-ride combinations fitted with steer tyres 375mm or wider and that meet the requirements for the 0.5t steer allowance.

⁷ Refer Queensland Class 2 Heavy Vehicle (Grain Harvest Management Scheme) Mass Exemption Notice 2019 (No. 1) – note: QJd GHVS weights are maximum weights and 0.5t steer and 1.1t allowance do not apply when conditions are met. PBS do not qualify for GHVS.

⁸ Refer New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2022 (No. 1) – 0.5t steer applies when conditions are met.

⁹ Refer Victoria Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2022 (No. 1) Vic AFS Mass Limit – 0.5t steer applies when conditions are met.

¹⁰ Refer South Australia Heavy Vehicle Farm Gate Grain Transport Mass Exemption Notice 2020 (No.1) for trucks operating NHVR mass to allow loading up to CML + 5% – 0.5t steer applies when conditions are met.

¹¹ Trucks can operate on PBS vehicles under the National Class 2 PBS Level 1 & 2A Truck and Dog Trailer Authorisation Notice 2016 on routes with PBS 2A or higher access with the following maximum mass limits. All PBS trucks must have a Vehicle Approval. PBS trucks operating to PBS CML or HML must have NHVR Mass. PBS Trucks operating to PBS HML require GPS Tracking in NSW and QJd and can only operate to PBS HML weights on the PBS HML Network.

Code	PBS (GML)	PBS (CML)	PBS (HML)
16	48.5t	49.5t	49.5t
76	56.0t	57.5t	57.5t
87	59.5t	61.5t	63.0t

¹² Mass limits apply for trucks that comply with the National Class 3 Truck and Dog Trailer Mass Exemption Notice 2020 (No.1)

¹³ South Australia Class 3 20m Truck and Dog Trailer Mass and Dimension Exemption Notice 2020 (No.1).

¹⁴ Mass limits apply for trucks that comply with the National Class 3 20m Long 3-axle Truck and 4-axle Dog Trailer Mass and Dimension Exemption Notice (No. 1) on the PBS 2A Network.

¹⁵ B doubles and semi-trailer trucks with road train prime movers that are fitted with steer tyres wider than 365mm operating under the National Class 3 Road Train Prime Mover Mass and Dimension Exemption Notice 2022 (No.2) can apply a 1.1t steer axle depending on the network by state:

QJd	NSW	Vic	SA
Semi-Trailer	Queensland 25/26 metre B-double Network	New South Wales 25/26 B-double GML Network	Victoria B-Double Network
B-Double	Queensland 25/26 metre B-double Network	New South Wales GML Type 2 A-double Network	Victoria Road Train Network

¹⁶ On general access (non-B double) routes, GML = 50.0t and CML = 51.0t.

¹⁷ On routes with no B double access, QJd = 53.7t, NSW and Vic GHVS = 52.5t.

¹⁸ NHVR Access Permit required to operate in South Australia.

1.3 How to use the truck book

This book is designed to be used with the GTSN Truck Chart (see Figure 1) to provide:

- a complete list of the different truck types and combinations that operate in the grain industry, and
- more detail on the mass limits and types of permits they operate under.

At the core of this Truck Book are the truck codes contained in Section 4 of this book. Figure 2 below is an example of one of the most grain truck combinations showing the page detail.

Figure 2: Example table showing mass limits for truck code 12 – a 6 Axle Semitrailer

Semitrailers: 6 Axle Semitrailer

12



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	42.50	-	43.50	45.50	-	✓	✓ ⁷⁰		-		45.70 ⁷¹
NSW		-									44.63 ⁷²
Vic		43.00									44.60
SA		-					✓ ⁷³				GML 44.63 CML 45.68 HML 47.78

The truck table headings are abbreviated as summarised in Figure 3 below.

Figure 3: Acronyms used in the truck tables

GML	General mass limits
RFS	Road friendly suspension
CML	Concessional mass limits
HML	Higher mass limits
PBS	Performance based standards
GHMS	Grain harvest management scheme

Note: All mass limits are in metric tonnes, rounded to two (2) decimal places.

The mass limits provided are for information only and are accurate at the time of publication.

Any column or cell with “-” in the table represent not applicable.

A tick “✓” in the 0.5t Steer or 1.1t Steer columns indicates the steer axle allowance is applicable and can be added to the stated mass limits.

The Truck Book is designed to navigate as efficiently as possible to the truck code pages and details related to permits using the following features:

1. Navigation on page 1

Use the Navigation at the front of the book to navigate to a lookup table for each type of truck.

4.1	Rigid Trucks	Page 56	
4.2	Truck & Dogs	Page 65	
4.3	Truck and Pig Trailers	Page 81	
4.4	Semitrailers	Page 91	
4.5	B-doubles	Page 103	
4.6	AB-triples	Page 111	
4.7	Type 1 Road Trains	Page 122	
4.8	B-triples	Page 137	
4.9	Type 1 Road Trains with Dog Trailers	Page 142	
4.10	Type 2 Road Trains	Page 160	
4.11	Type 2 Goods	Page 166	

2. Lookup tables by Truck Type

Use the lookup tables for each truck type to navigate to the detailed truck codes (e.g., Truck & Dogs etc.)

4.1 Rigid Trucks		
1		2 Axle Rigid Truck
9		3 Axle Rigid Truck
17		3 Axle Twin Steer Rigid Truck
18		4 Axle Twin Steer Rigid Truck
36		5 Axle Twin Steer Rigid Truck
43		4 Axle Tri Drive Rigid Truck

3. **Truck Codes**
(for all known truck configurations and combinations)

Use the detailed truck codes to help determine the mass limit applying to the vehicle (e.g., 6 Axle Semitrailer).

Semitrailers:

6 Axle Semitrailer

12



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld											45.70 ⁷¹
NSW	42.50	-									44.63 ⁷¹
Vic		43.00	43.50	45.50	-	✓	✓ ⁷⁰		-		44.60
SA		-					✓ ⁷¹				GML 44.63 CML 45.58 HML 47.78

4. **Truck Code Quick Lookup Table (by number)**

– all truck codes sorted in numerical order

Alternatively use the **Truck Code Quick Lookup Table (by number)** at the back of the book (Section 6) to navigate to the detailed truck codes.

6 Truck Code Quick Lookup Table (by number)			
1		Rigid Trucks	Page 57
2		Semitrailers	Page 92
3		Semitrailers	Page 93
4		Semitrailers	Page 94
5		Truck and Pig Trailers	Page 82
6		Truck and Pig Trailers	Page 83
7		Truck & Dogs	Page 65
8		Truck & Dogs	Page 177
9		Rigid Trucks	Page 58
10		Semitrailers	Page 95

5. Procedural Guidelines and Technical Information

For more information to assist with determining mass requirements applying to different truck codes. See also links to go to specific sections, figures or truck codes, for example,

GTSN Truck Chart (see **Figure 1**)

1.4 What does the law say?

Over time it has been identified that serious heavy vehicle incidents and breaches of the law, such as overloading, are often caused by the actions or inactions of other parties in the supply chain, not just the truck driver or transport operator.

Chain of Responsibility (CoR) is a concept used in the [Heavy Vehicle National Law](#) (HVNL) to place legal obligations on particular parties in the supply chain of a heavy vehicle, in addition to the truck driver or transport operator.

The aim of CoR is to ensure every party in the chain of responsibility for a heavy vehicle proactively manages risk and prevents breaches of heavy vehicle laws. Most importantly, CoR is in place to reduce public risk (to people, property and the environment) and improve public safety.

Any party who has the **capacity to control and influence** the transport activity is responsible for **ensuring the safety of the transport activities**. If you are a party in the chain of responsibility for a heavy vehicle, you have a **shared responsibility** and a legal obligation to **ensure your conduct does not cause or encourage** breaches of the law. The level and nature of a party's responsibility depends on their ability to **control, eliminate and minimise risk** of the transport activity.

1.5 Who is a party in the chain of responsibility?

A party in the chain of responsibility of a heavy vehicle includes the:

- Employer (of the driver)
- Prime contractor (for the driver)
- Operator (of the vehicle)
- Scheduler (of the vehicle)
- Consignor (named sender of goods) – e.g. growers, bulk handlers
- Consignee (named receiver of goods) – e.g. bulk handlers and ports, feedlots, mills
- Packer (of any goods in the vehicle)
- Loading manager (for any goods in the vehicle) – e.g. bulk handlers and ports
- Loader (of any goods in the vehicle) – e.g. growers, bulk handlers
- Unloader (of any goods in the vehicle) – e.g. bulk handlers and ports.

The HVNL imposes a positive duty on all CoR parties to ensure the safety of their transport activities (section 26C(1) of the HVNL). They must do this in at least two ways: by eliminating or minimising public risks; and by ensuring their conduct doesn't cause or encourage a driver or another person, directly or indirectly, to breach the HVNL. This includes risks and breaches caused by overloading heavy vehicles.

More specifically in relation to mass limits, under section 96 of the HVNL, a person who drives, or permits another person to drive, a heavy vehicle on a road must ensure the vehicle and load, comply with the mass requirements applying to the vehicle.

1.6 What are the risks?

The factors that may contribute to the risk of a grain truck being overloaded include:

- a) Grain is a heavy product that may cause a truck to be overloaded before its cubic capacity is met
- b) Different types of grain are denser (heavier) than others which may contribute to this risk
- c) During the grain harvest season, trucks are loaded on farm in paddocks where there is no, or limited, weighing facilities
- d) Grain loads are typically paid on a per tonne basis and parties will aim to maximise payloads to deliver productive and efficient business outcomes.

An over-mass or unevenly distributed load can adversely affect the stability, steering and braking performance of a heavy vehicle. This can result in the driver losing control of the vehicle and cause serious incidents involving serious injuries and fatalities to drivers, other road users and pedestrians.

A heavy vehicle that is overloaded can cause damage to road infrastructure and damage to the vehicle itself, including suspension damage and degradation of structural integrity.

There are also significant fines and penalties for not complying with mass requirements.

1.7 How to control the risk?

The GTSN maintains this Truck Book so grain industry supply chain participants can cross reference trucks with the corresponding truck code in this Truck Book to confirm legal mass limits. By referencing the technical information section, industry participants can verify permits and corresponding mass limits for entry into weighbridge systems.

It is for bulk handler weighbridge systems to validate the gross weight of the vehicle against the legal mass limit to verify that the bulk handler and freight provider comply with the legal mass limit.

As a party in the CoR, grain industry supply chain participants have a legal obligation to ensure the vehicle and its load comply with mass limits. This can be done by:

1. Providing accurate weights and quantities of goods loaded
2. Understanding vehicle tare and net weights prior to loading – e.g. by using this Truck Book
3. Verifying loaded vehicles comply with gross mass and where practicable axle/axle group weights
4. Positioning the load to maintain weight distribution and vehicle stability.

More information on CoR and how to take responsibility for the safety of transport activities is available in the [Master Industry Code of Practice](#) (Master Code) – a registered industry code of practice under section 706 of the HVNL.

This is an example what not to do: Case Study – “I’ll take it off the tare”

A truck loads in a paddock to deliver into a bulk handler’s grain silo. There is no weighing equipment in the paddock and the truck exceeds the legal mass limit by 0.5 tonnes. The bulk handler’s system will report the breach to the regulator in that state as per the requirements of the scheme.

The weighbridge operator knows the driver. To avoid conflict, the weighbridge operator offers to disable the weighbridge and use the reason that it is windy. This will allow them to deduct 0.5 tonnes off the gross and tare weights so the truck can be unloaded.

The weighbridge operator and driver have just committed an offence by manipulating the system to unload an overloaded truck.

Obviously, this is an example of what NOT to do.

The truck should be unloaded, and a non-conformance raised with the grower (loader) and transport company (operator) to allow them to adjust their loading practices to minimise the risk of future overloading.

1.8 Search tips and useful links

Notice and permit names, instead of direct links, are included in this Truck Book because the specific link where they are published may be subject to change.

To find a notice or permit, a good approach is to search for the document name using your preferred web engine search provider (e.g. Google etc.). For example, searching for National Class 3 Heavy Vehicle 19m Truck and Dog Trailer Combination Mass Exception (Notice) will take you to the NHVR website.

Useful links include, but are not limited to:

<https://www.nhvr.gov.au/>

<https://www.tmr.qld.gov.au/business-industry/Heavy-vehicles>

<https://www.transport.nsw.gov.au>

<https://transport.vic.gov.au/business/heavy-vehicles>

1.9 Legal disclaimer

The GTSN invest significant time and effort to record mass limits and information contained in this Truck Book accurately and reflective of the mass limits under the HVNL. The GTSN do not warrant that information in this Truck Book is completely accurate at any given time, and the GTSN encourage all users of the book to take caution with any information provided and refer to the National Heavy Vehicle Regulator for actual mass limits if you have any concerns.

Guidelines are used at various points throughout the document, and they are not always universally implemented.

This Truck Book is a ‘live’ document that aims to consolidate different information sources about truck mass limits into a single, easy to read, guide for users of bulk grain trucks.

Feedback about the Truck Book, or any potential technical inaccuracies are welcome via enquiry@gtsn.com.au. This feedback will be reviewed by the GTSN and, where required, incorporated into future versions of the Truck Book published on the GTSN website at www.gtsn.com.au.

Procedural Guidelines and Technical Information

2 Procedural guidelines

This section outlines issues that arise when identifying mass limits and other issues related to bulk commodity movements. These procedural guidelines provide general guidance only. Grain industry supply chain participants should refer to their own risk management processes and procedures to control identified risks.

2.1 Accurate information recording

Information entered into business information systems is used for customer invoicing, inventory and compliance purposes.

It is important that this information is entered correctly, in particular:

- Vehicle registration
- Truck type / truck code
- Permits to operate above GML and/or off a gazetted route
- Permit numbers.

When keying in this information be alert for similar characters e.g. number 1 and letter l, letter O and number 0, letter S and number 5 etc.

Helpful tip: Truck registration numbers are typically 6 characters.

When manually recording gross and tare weights where business systems do not allow automatic capture of this data, extra care must be taken to accurately enter it. Also, be aware of changing conditions such as rain or high winds etc. that could affect data accuracy.

Industry practice is to record the registration plate of the prime mover only. Registration plate details for trailers and dollies are not typically recorded with bulk grain.

2.2 Truck registration checking

A good way to lookup truck registrations is using the National Heavy Vehicle Regulator (NHVR) Registration Check App. The NHVR Registration Checker app allows checking of the registration status of any heavy vehicle registered in Australia, except heavy vehicles registered in the Northern Territory without a national heavy vehicle plate. The app also displays other helpful information, including NHVAS accreditation numbers and PBS Vehicle Approval and Access Permit Numbers.

Truck registration information is not available for bulk download to integrate into business information systems; therefore, it would hinder operations to lookup this information individually for all deliveries. It is considered good practice to do random risk-based audits on truck registrations.

For more information see the NHVR website at www.nhvr.gov.au. The app is free to download from the App Store or Google Play Store.

Note, there can be a delay between registrations being renewed and the data displaying on the NHVR app and website. Cross check with state registration websites before determining if the truck shows as being unregistered before managing.

2.3 Primary producer plates

Due to the agricultural nature of bulk grain handlers, primary producer plates are common. It is difficult to identify if primary producer plates are being used when loading, so bulk handlers often view this as not reasonably practicable to check for.

The risk profile for growers and truck operators is higher, and they must take care to ensure state primary producer requirements are met when transporting grain.

2.4 Mass management guidelines

2.4.1 Loading trucks without weighing facilities

Due to there being no or limited weighing facilities on farm where grain trucks are frequently loaded, especially during the harvest season, there is a real risk of trucks being overloaded.

To manage this risk, trucks are commonly loaded to cubic capacities or waterlines, and this may not always be accurate, particularly when the test weight of the grain varies within the paddock.

The Master Code suggests comparing estimated weights with any confirmed weights, and to take any variations into consideration when adjusting future loading arrangements. For example, where a load is not weighed at the loading point, such as a farm, but is weighed at the destination for invoicing, such as bulk handler country silo.

Some trucks loading on farm may also use vehicles or combinations fitted with on-board mass systems (weigh scales) or air pressure gauges. Care must be taken with these systems when loading in paddocks with uneven, soft surfaces because they can lead to inaccurate weight readings.

2.4.2 Managing trucks that exceed legal mass limits

Despite the controls outlined above, there remains a risk of grain trucks being overloaded. If a grain truck is confirmed to be overloaded upon receipt at a site with a weighbridge, it is recommended the following action be taken:

- Weighbridge systems alerts to ensure data accuracy, identification of allowable mass limits and overloading
- Companies should have:
 - a) procedures to communicate with other CoR parties when overloaded trucks occur to prevent repeat offences
 - b) have issue resolution procedures to manage repeat offenders
- Grain harvest management schemes require data reporting to regulators, who can act on this data, including non-compliance to mass limits
- Truck rejections are not encouraged because trucks will be knowingly overloaded when they drive back on a public road.
- If a truck cannot unload (due to quality, insects, or operational reasons) and must drive on public roads before it unloads, steps must be taken to minimise the distance that trucks drive on public roads.

2.4.3 Axle/axle group weights for grain

Overloaded axle groups impact vehicle stability and increase wear and tear on road surfaces.

Currently, bulk handler weighbridge systems are not set-up to measure, record and validate axle/axle group mass limits.

Bulk handler risk assessments classify axle weighing as something that is not reasonably practicable to do.

2.4.4 Weighbridge certification

Weighbridge accuracy is important to ensure accurate weights are known for trade purposes and prevent non-compliance to mass limits. Weighbridges used for trade must be re-verified in compliance with the [National Measurement Act](#) and the [National Trade Measurement Regulations](#).

Independent weighbridge certification specialist's complete re-verification as per National Measurement Institute (NMI) and manufacturer guidelines, or company policy. A verification mark is applied to weighbridges which meet these requirements. Certifications may also be kept on site.

In addition to formal weighbridge certifications, it is recommended simple tests are carried out on a regular basis to check the accuracy of weighbridges. For example, some companies do a daily or weekly weighbridge check with a known weight, such as a work vehicle, or a truck that has loaded at a different site. For good measure, records of these checks should be kept.

2.4.5 Trucks driving on public roads between load point and weighbridge

Trucks often drive on public roads between the load point and the nearest weighbridge when public roads separate them.

Sites with this issue must manage the associated risks to eliminate or minimise trucks knowingly driving on a public road weighing more than the legal mass limit.

2.4.6 Splitting trucks

Trucks often split in transit when they load as Type 1 Road Trains (truck code 28 or 91), or AB-triples (truck codes 88 and 96), and then split into semitrailers (truck code 12) and B-doubles (truck code 68). For example, triples and Road Trains often split at Toowoomba before driving to Brisbane.

Trucks that split in transit have a higher risk of overloading because the mass limit for the long combination is calculated based on the number of axles. When the truck splits, trailers loaded close to the maximum mass limit on the dolly can potentially exceed the mass limit because prime movers are heavier than the dolly, and less mass is permitted on the tandem drive group of a prime mover than the dolly.

To manage the risk, the second trailer setup should underload by the approximate difference between the weight of the prime mover drive group and the dolly. Additionally, the gross weights at the destination must be monitored for overloads so corrective actions can be taken when they occur.

2.5 Hygiene

Grain Trade Australia (GTA) have a Transport Code of Practice that details truck hygiene requirements. The key components of the code are summarised below:

- a) The goal of cleaning is to remove any contaminants (e.g. residual dust or chemicals) and to ensure the integrity of the grain to be loaded is not compromised.
- b) A carrier should keep a record of the commodities carried and the cleaning method used after each grain movement.
- c) Cleaning must be done in consideration of the applicable standards relating to the grain to be loaded and with regard to previous loads carried. If live stored grain insects have been detected, the truck requires removal and treatment to disinfest the transport unit.
- d) The main methods of cleaning are:
 - Sweeping or
 - Compressed air
 - Compressed air followed by steam/sanitizing/washing.
- e) It should be noted that sweeping with a broom is unlikely to remove contaminants such as dust, live stored grain insects and chemicals.
- f) The GTA code details materials that are excluded as prior loads to the cartage of grain.

2.6 Truck driver site inductions

It is good practice to provide drivers with a site safety induction prior to loading or unloading to make them aware of industry and site-specific risks that may affect their health and safety.

2.6.1 Health and safety risks

Some of the key health and safety risks to be considered include:

- Manual handling and falls from height, both pose a serious safety risk to truck drivers when working on a receival site. To manage these risks, the following rules must be followed:
 - Climbing on or between trailers is not permitted
 - Trailers must be fitted with ground operated roll-over tarps
 - Receival sites do not provide trailer clean down facilities and trailers must be cleaned prior to arrival
 - Receival sites will not load trucks with residue from previous loads.
- Crush injuries from uncontrolled movement of trucks. To manage this risk trucks must be immobilised by:
 - Drivers must apply the appropriate truck brakes properly before getting out of the vehicle
 - Some bulk handlers require heavy vehicles to be fitted with handbrake warning systems and or require wheel chocks
 - NEVER attempt to re-enter a moving vehicle.

2.6.2 Roles and responsibilities

Truck drivers must operate their own vehicles, tipping equipment and tail gates. Tail gate chains must be fitted to all trucks.

Receival site staff will direct truck drivers to the appropriate load and unload points.

Specific training is required to operate load/unload points and equipment and under no circumstances should truck drivers operate receival site equipment, including pulling tarps.

2.6.3 PPE and other requirements

Personnel Protection Equipment (PPE) must always to be worn without exception when on receival sites. The PPE required is:

- Steel capped footwear (mandatory)
- High visibility clothing e.g. vest (mandatory)
- Safety glasses (recommended)
- Hard hat (as required).

Other requirements to be considered include:

- Smoking is only permitted in designated area of a receival site. Smoking is prohibited in the confines of the driver's vehicle whilst on the receival site
- All receival sites have a maximum allowable speed limit of 15 km/h for vehicles while on site
- Truck drivers are to follow all reasonable directions from onsite staff and conduct themselves in an orderly and professional manner

- All injuries and dangerous occurrences are to be reported immediately to onsite staff
- Basic first aid equipment is available on site if required, please speak to onsite staff. The receival site manager is typically the site emergency contact.

2.7 Vehicle standards

2.7.1 Convertible trailers

Convertible trailers are flat bed trailers fitted with gates and tarps to allow storage of grain. Although they were once common, they are now infrequently used for bulk grain transport.

Convertible trailers either have rams with a rear tailgate, or a non-tipping design without rams that allows the grain to pour off the side of the trailer.

Non-tipping trailers are very slow to unload, and grain spills are common, so most bulk handlers do allow them to unload at their sites.

Tipper convertible trailers are banned from some grain handler sites and care must be taken because these trailers can be longer than usual grain tippers, increasing the risk of the trailer rolling over when unloading.

Further information about GTSN member policies can be found on the GTSN member websites.

2.7.2 Tailgate chains

All grain tipper tailgates must be fitted with chains adequately engineered to control the tailgate when unloading. It is practice for GTSN members to check these chains when unloading to ensure they comply with GTSN member safety compliance requirements.

GTSN members also commonly have policies where staff are not permitted to operate tailgate chains due to the potential safety risks involved.

2.7.3 High sided trailers

Grain load spouts are generally engineered to accommodate grain tippers to a maximum height of 1.8 metres.

Occasionally, high sided tippers from other industries will do bulk grain work. Care must be taken with these combinations because they are may not fit under load spouts and they can be difficult to sample and unload.

3 Technical Information

This section includes information about truck configurations and the most exceptions and conditions that allow trucks to load above the General mass limits (GML). There are mass exceptions (also known as mass concessions) that apply as exceptions to GML, these include:

- Regulatory requirements and conditions e.g. tyre width, suspension type, steer allowances
- National Heavy Vehicle Accreditation Scheme (NHVAS) mass management accreditation
 - Concessional mass limits (CML)
 - Higher mass limits (HML)
- Notices and permits i.e. access authorisation
- Performance based standards (PBS)
- Grain harvest management schemes (GHMS).

More information on each of these mass exceptions and conditions will be discussed further throughout this Chapter and are detailed for each truck code in [Section 4](#).

3.1 Showing evidence of permits

Truck drivers can present paper copies of permits, or in electronic format on mobile smart phones or other portable electronic devices.

3.2 NHVR Online Tools

The NHVR offer a website and mobile phone app to lookup information about trucks (see Figure 4). The mobile phone app gives more information, and it should be the preferred option to use.

Note that there can be a delay in truck registration being removed or renewed and the data being displayed on the app. If trucks show as being unregistered on either the app or the website, it should be confirmed on the state registration websites.

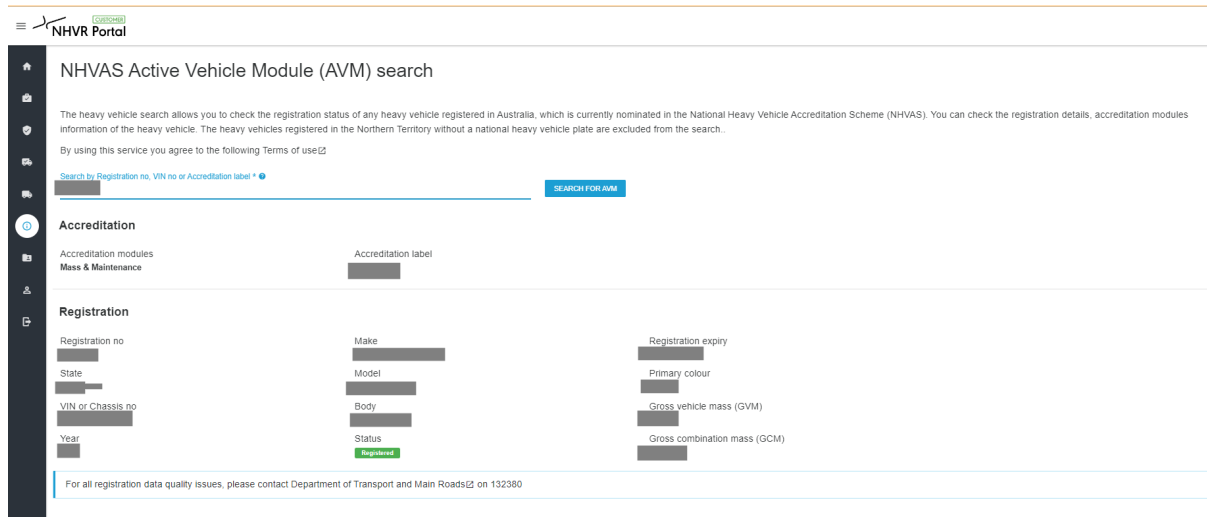
Figure 4: NHVR App logo in App Store



3.2.1 AVM Search

The NHVR has an [Active Vehicle Module \(AVM\) search](#) to check in real time if trucks have accreditation. This is a useful tool if there are concerns about the validity of stickers (see Figure 5).

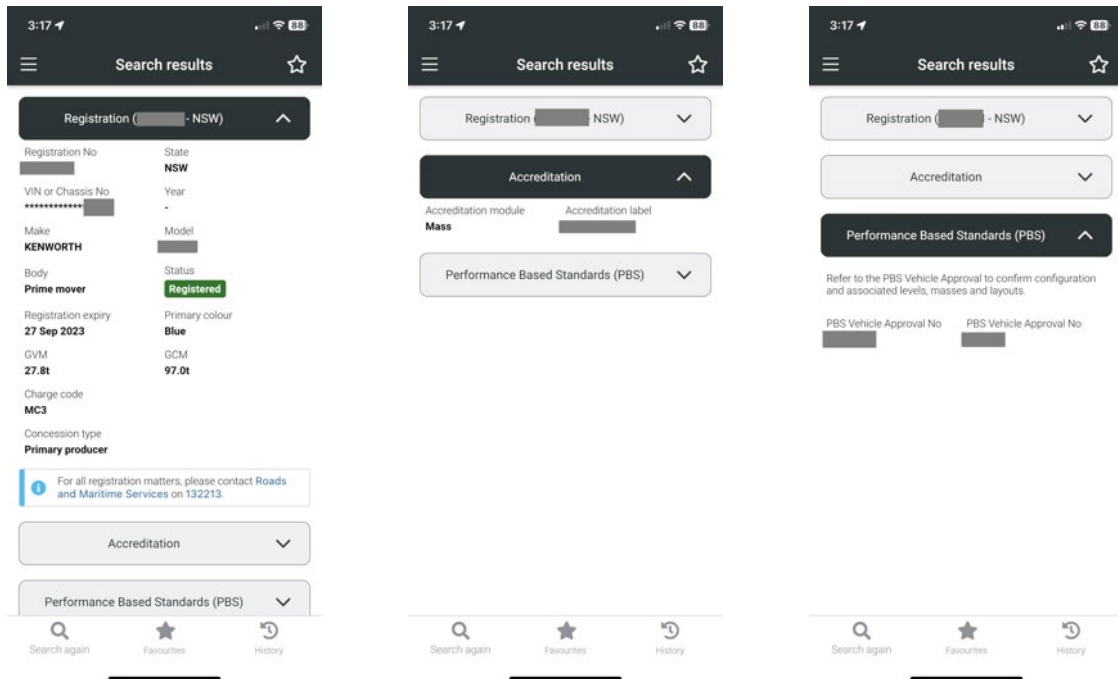
Figure 5: Screenshot of NHVR AVM website (with results of search blacked out)



3.2.2 Rego Checker App

The NHVR Rego Checker App is better than the AVM Search because it gives additional information beyond NHVAS Accreditation status including information about the truck (i.e. make, body, charge code) and if the vehicle has PBS Accreditation. Figure 6 shows how the information is presented in the app.

Figure 6: NHVR Rego Checker App Examples (with confidential information removed)



3.3 Truck length, heavy vehicle access and NHVR Access Permits

General access trucks have the following features:

- Less than 12.5 metres for a truck
- Less than 19.0 metres for a truck and trailer or articulated vehicle (combination)
- Less than 42.5 tonnes gross mass, except by permit e.g. non-PBS trucks with 3 or 4 axle dog trailers or 19 metre B-doubles.

In most areas where there are bulk grain movements, there is B-double access. Road train and AB-triples typically operate away from urban areas as permitted on the road network. In some instances, an access permit is required – see Figure 7: Truck types requiring NHVR access permits.

See Figure 8 for an example permit and what to look for.

For more information on heavy vehicle access see the National Network Map on the NHVR website at www.nhvr.gov.au.

If a B-double, road train or AB-triple arrive at site without an access permit, they can split and deliver as a smaller combination, and then leave the as the smaller legal combination to eliminate a second off route breach.

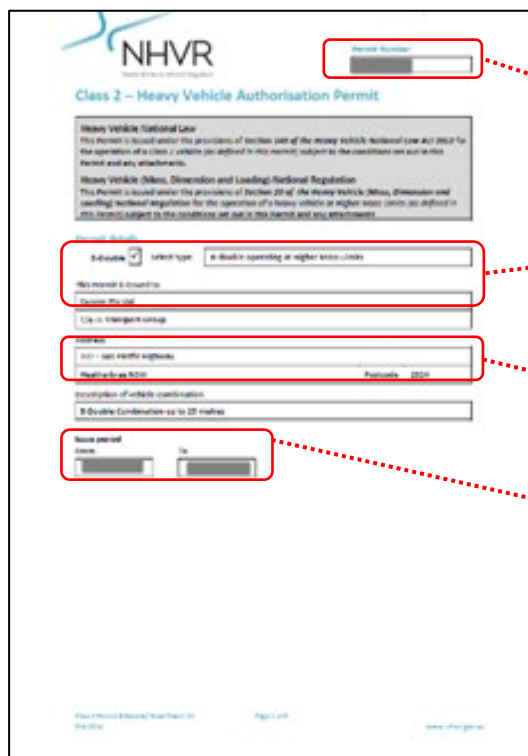
Permit routes between destinations are complex to check. industry practice for GTSN members is to validate mass limits and access at the load and/or unload point and not the specific route that trucks may drive.

Measuring truck lengths and axle spacings is a safety risk and GTSN members do not typically do this.

Figure 7: Truck types requiring NHVR access permits

	26.0m	36.5m	53.5m
9 Axle B-double			
Type 1 Road trains and AB-triples			
Type 2 Road trains			

Figure 8: Example NHVR access permit on roads that are not gazetted



NHVR
National Heavy Vehicle Register

Class 2 - Heavy Vehicle Authorisation Permit

Heavy Vehicle National Law
This permit is issued under the provisions of section 106 of the Heavy Vehicle National Law 2016 (the Law) for the operation of a Class 2 vehicle (as defined in this permit) subject to the conditions set out in this permit and any attachments.

Heavy Vehicle (Mass, Dimension and Loading) National Regulation
This permit is issued under the provisions of section 20 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation for the operation of a heavy vehicle at higher mass limits (as defined in this permit) subject to the conditions set out in this permit and any attachments.

Permit Details

8-Doubles ☒ **Vehicle type** ☐ **8-Doubles operating at higher mass limits**

No record of loading

Vehicle details

UIC or Transport Group

Address

UIC or Transport Group

Registration State

Registration Number

Description of vehicle combination

8-Doubles Combination up to 20 metres

Issue period

From

To

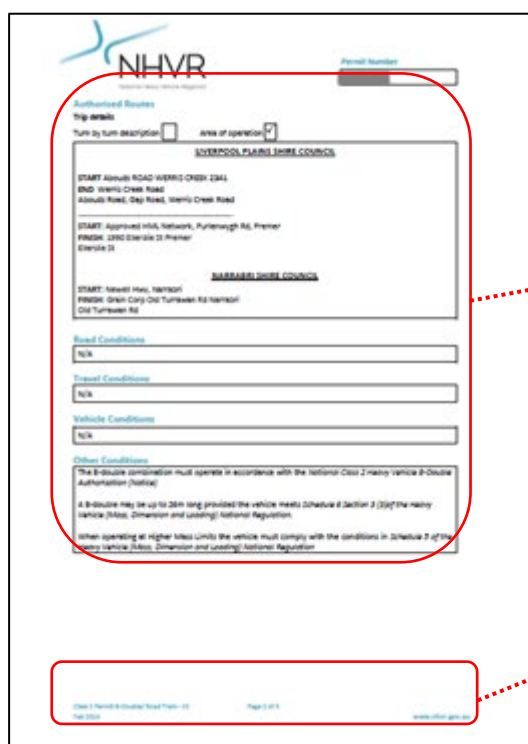
Note:

Enter the permit number into business information systems where possible to maintain a record of the permit number.

Check the vehicle registration or truck company name number matches the truck.

Check the vehicle combination matches what is listed here.

Check the from and to dates to ensure the permit is current.



NHVR
National Heavy Vehicle Register

Permit Number

Authorized Routes

Trip details

Turn by turn description ☐ **Area of operation** ☐

OVERPOOL PLAINS SHIRE COUNCIL

START Abbeville Road, Werris Creek 2361

END Werris Creek Road, Abbeville Road, Day Road, Werris Creek Road

START Approved HVR Network, Portlough Rd, Premier

FINISH 2000 State St, Premier (Service St)

BARBARIN SHIRE COUNCIL

START Toward Hwy, Narrabri

FINISH Great Camp Old Turnwater Rd, Narrabri

Old Turnwater Rd

Road Conditions

Yes

Travelling Conditions

Yes

Vehicle Conditions

Yes

Other Conditions

The 8-Doubles combination must operate in accordance with the National Class 2 Heavy Vehicle 8-Doubles Authorisation (Notice)

A 8-Doubles may be up to 20m long provided the vehicle meets Schedule 2 (2)(a) of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation

When operating at higher mass limits the vehicle must comply with the conditions in Schedule 2 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation

Class 2 Permit - Heavy Vehicle Authorisation Permit

Page 3 of 3

www.nhvr.gov.au

Check the roads here.

Ensure all pages of the permit are provided to check special conditions.

3.3.1 Sharing Access Permits

Section 152 of the Heavy Vehicle National Law outlines how NHVR Access Permits can be shared between relevant parties including truck operators.

Key points GTSN members must be aware of about permit sharing:

- Relevant parties can apply for NHVR Access Permits and make them available for grower trucks delivering during harvest, or for non-harvest truck operators to use

- Drivers must hold a copy of the permit – electronic copies are acceptable
- The truck must meet the conditions of the permit – i.e. it must be the same truck code
- Trucks operating as PBS Vehicles that reference specific Vehicle Approvals and must hold the permit in their own name.

Road Managers often chose to gazette roads for all operators when they approve access permit applications. Where roads are not gazetted, GTSN members actively work with the NHVR, state road authorities and councils to improve truck access to GTSN member sites.

3.4 GVM, GCM and legal mass limits

All trucks have a Gross Vehicle Mass (GVM), Gross Combination Mass (GCM) and a Legal Mass Limit. It is important trucks know all these mass limits when operating, and the lower of the three applies.

For example, the:

- GVM for a 3-axle rigid truck is 22.5 tonnes (truck only)
- GCM when this truck is towing a 4 axle dog trailer is 42.5 tonnes (truck and trailer), or
- 50.0 tonnes if it is operating under the Class 3 Truck and Dog Notice (truck and trailer).

Care must be taken with older model trucks because the GVM or GCM can be lower than the regulated legal mass limit. For example, under-powered older model prime movers towing road train combinations must be careful because they are not designed to pull heavy combinations.

Case studies

- a) If the manufacturer's GVM for a 3 Axle Rigid Truck is 24 tonnes and the regulated mass limit

is 22.5 tonnes, the 22.5 tonne maximum legal mass limit applies (see truck code **9**)

- b) If the manufacturer's GCM for a prime mover is 130 tonnes (road train rated) and it is towing two (2) by 3 axle trailers joined with a 2 axle dolly, the maximum legal mass limit is 79.00

Due to difficulties in identifying the manufacturer's GVM and GCM, grain handlers typically do not check for this, and only check the legal mass limit specified by the Regulator. Truck operators must be aware of these limits and ensure they do not exceed them.

Steer allowances

3.5 Steer Allowances

3.5.1 0.5 tonne Steer Allowance

Trucks with the following safety and environmental features weigh more, so mass limit regulations allow these trucks an extra 0.5 tonne on the legal mass limit on the steer axle i.e. 6.5 tonnes instead of 6.0 tonnes.

- Trucks with a GVM over 15 tonnes fitted with specific technologies, including:
 - An engine complying with ADR 80/01 (Euro IV).
 - Front under-run impact protection (FUPs) that meets UN ECE Regulation No.93 or ADR 84; and

- Cabin strength that meets the requirements of UN ECE Regulation No.29.
- These trucks are typically built from 2008 onwards.

The most obvious feature of a truck that qualifies for the 0.5 tonne steer allowance is the Front Under-run Protection System (FUPs) bar, which is designed to stop other vehicles from going underneath the truck in a collision. FUPs bars are typically low to the road and trucks fitted with FUPs bars (see Figure 9) will also have compliance plates (see Figure 10).

Figure 9: Truck fitted with FUPs bar



Figure 10: FUPs bar compliance plates



3.5.2 1.0 Tonne Steer Allowance for ADR 80/04 (Euro VI) Prime Movers

On 1 November 2024, a mass limit increase applies to allow a 1.0 tonne mass limit increase for trucks compliant with ADR 80/04 (Euro VI). As ADR 80/04 (Euro VI) grain trucks become more common, the truck book mass limits will be updated to reflect these mass limits.

3.5.3 1.1 tonne steer allowance for Road Trains and AB-triples

The National Class 2 Road Train Authorisation Notice 2025 (No.1) allows road train rated prime movers fitted with steer tyres 375mm or wider to get an additional 0.6 tonnes steer allowance (mass concession) when the conditions are also met that apply to the 0.5 tonne steer allowance, giving a total 1.1 tonne additional mass limit on the steer axle i.e. 7.1 tonnes instead of 6.0 tonnes.

Road trains and AB-triples are the most grain trucks where the 1.1 tonne steer allowance applies.

3.5.4 1.1 tonne steer allowance for Semi-Trailers and B-doubles

Road train rated Semi-Trailers and B-doubles fitted with steer tyres 375mm or wider can also apply the 1.1 tonne steer concession under the National Class 3 Road Train Prime Mover Dimension and Mass Exemption Notice 2022 (No.1).

Other features of the notice include:

- Longer combinations, 27m B-double and 20m Semitrailer
- Operate with a dolly at the back of the B-double or semitrailer, noting that when weighing trucks with un-laden dollies, these must be left off the weighbridge when weighing the truck as illustrated in Figure 11. This combination is limited to 26m length.

Figure 11: Semitrailer and dolly weighed with dolly off the weighbridge



Care must be taken for Semi-Trailers and B-doubles applying the 1.1 tonne steer concession because the networks where it applies vary by state as per Figure 12 below.

Figure 12: State networks for Semi-Trailers and B-double for the 1.1 tonne steer allowance

	Qld	NSW	Vic	SA
Semi-Trailer	Queensland 25/26 metre B-double Network	New South Wales 25/26 B-double GML Network	Victoria B-double Network	South Australia PBS Level 1A Network
B-double	Queensland 25/26 metre B-double Network	New South Wales GML Type 1 A-double Network	Victoria Road Train Network	South Australia 26m B-double (GML) Network

Networks where steer allowances apply are included in the footnotes on the individual pages of the truck book as per Figure 13 below.

Figure 13: Code 12 Example of Networks where 1.1 tonne steer applies

Semitrailers:

6 Axle Semitrailer

12



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld											45.70 ⁷¹
NSW	42.50	-	43.50	45.50	-	✓	✓ ⁷⁰		-		44.63 ⁷²
Vic		43.00									44.60
SA		-					✓ ⁷³				GML 44.63 CML 45.68 HML 47.78

⁷⁰ Applies on the B-double network or greater only
⁷¹ Steer allowance does not apply to QLD GHMS mass limits.
⁷² Trucks with NHVAS Mass get an additional 0.2 tonnes.
⁷³ Applies on the PBS 1A network or greater only

3.5.5 Checking for Super Single Types for the 1.1 tonne steer concession

Tyre width is difficult for bulk handlers to identify because it is a safety risk for the weighbridge operator to physically inspect the tyre to see the width when the truck is on the weighbridge, therefore it is reasonably practicable to rely on the truck driver's direction about the width of tyres they operate. See Figure 14 for a comparison of tyre widths.

To physically confirm the tyre width, details are written on the tyre side wall. The first 3 digits should start with 375 or higher. For example, 375/90R22.5 indicates the tyre width is 375mm and is OK.

Figure 14: Comparison of tyre sizes



3.6 Concessional mass limits (CML)

Trucks that are part of the National Heavy Vehicle Accreditation Scheme (NHVAS) for mass management are permitted to load to the Concessional mass limit (CML). These trucks will display a sticker (accreditation label) indicating they are accredited – see Figure 15: NHVAS mass management sticker,

look for the blue “Mass Management” banner on the sticker. The truck operator will have a NHVAS certificate of accreditation showing accreditation in the mass management module.

The stickers must be displayed on the driver’s side of the cabin (see Figure 15). The sticker has a permit number that should be documented in business information systems when loading to CML. Sticker numbers are unique to each vehicle.

A condition of NHVAS Mass is the truck must display the NHVAS mass sticker, which means drivers cannot claim NHVAS Mass accreditation with the paper certificate (see Figure 16), or by requesting an online search.

Figure 15: NHVAS mass management sticker



Figure 16: Example NHVAS Certificate of Accreditation (confidential information blacked out)



3.7 Higher mass limits (HML)

HML is a mass exception under the HVNL which allows higher mass limits on approved routes for particular vehicles or vehicle combinations dependent on other conditions being met (e.g. GPS tracking and/or road friendly suspension may need to be fitted to the vehicle).

Trucks operating at HML are potentially higher risk combinations from a legal mass limit perspective, so care should be taken when dealing with these combinations to ensure they have the correct permits to operate at the heavier weight.

Access for these combinations is on state and federally owned routes, with access being less on council owned roads that grain storage facilities are commonly located on. When access is not permitted, trucks must have a NHVR access permit as outlined in 3.7.1 HML access permits.

HML requirements differ by state, for example:

- All trucks operating HML must be compliant with NHVAS mass – See Figure 15: NHVAS mass management sticker;
- In Victoria and South Australia, trucks only require NHVAS mass management to operate at HML, so HML loading is much more than CML loading
- In Qld and NSW:
 - GPS tracking is required to operate to HML, which means the vehicle must be fitted with either:
 - An Intelligent Access Program (IAP) and present a NHVR IAP Certificate (see Figure 17), or
 - Telematics Monitoring Application (TMA) GPS Tracking Device and present a TMA certificate (see Figure 21).
 - Most of these certificates do not have an expiry date
 - For trucks operating IAP:
 - As per the *Queensland Higher Mass Limits Declaration 2024 (No.1)*
 - From 1 December 2022, TMA replaces IAP in Qld and all new Qld trucks applying for HML in Qld will be issued a TMA Certificate
 - Trucks could use IAP until 2024
 - When checking the certificate, it is important that the details shown in Figure 18, to ensure they match the details of the truck, and the permit has a valid expiry date.
 - Note: Drivers may present a NHVR issued Interim Intelligent Access Condition (IAC) (see Figure 20) and this does not allow HML operation. These certificates are valid for 3 months and are setup to allow truck companies to install IAP equipment and enter into an agreement with an IAP provider.
- NSW Trucks operating IAP must have a current NSW Certificate of Enrolment Intelligent Access Program (IAP) certificate (see Figure 19), this certificate is not required with TMA.

Figure 17: NHVR IAP Certificate



INTELLIGENT ACCESS PROGRAM CERTIFICATE
[Incorporating the "Intelligent Access Program Intelligent Access Conditions (IAC) Form"]

This certificate is issued under Chapter 7 of the Heavy Vehicle National Law Act 2012, (the HVNL) is comprised of the following sections:

- (1) "Important Preliminary Information"; and
- (2) "Intelligent Access Program IAC Form." The IAC Form contains four parts:
 - Part 1 - Details provided by the chief executive/jurisdiction;
 - Part 2 - Operator and vehicle details;
 - Part 3 - IAP Service Provider details; and
 - Part 4 - Issuing officer on behalf of the National Heavy Vehicle Regulator (the Regulator).

IMPORTANT PRELIMINARY INFORMATION

Upon issue of this certificate by the Regulator:

- the operator in Part 2 of the Intelligent Access Program IAC Form will be a participating operator for the purposes of the Intelligent Access Program and associated legislative requirements;
- the vehicle detailed in Part 2 of the Intelligent Access Program IAC Form will be the intelligent access vehicle¹; and
- the intelligent access conditions¹ will apply according to the type and use of the vehicle. If the vehicle is operating under a Permit or Gazetted Authorisation (Authorisation), the conditions will be those stated in the Authorisation.

This certificate does not authorise the use of the vehicle in any way which contravenes a transport related act or regulation, or an Authorisation to which the operation of the vehicle is subject.

The Regulator can cancel this certificate. This may occur should there be a breach of the conditions of the Authorisation which the vehicle is operating under or if the Authorisation is cancelled.

The intelligent access conditions may require an intelligent access vehicle to be monitored whether or not it is operating under an Authorisation.

It is an offence to tamper with an Approved Intelligent Transport System¹.

¹ The terms intelligent access vehicle, intelligent access conditions and approved intelligent transport system are defined in section 403 of the Heavy Vehicle National Law Act 2012.

Page 1 of 5

Notes:

'IAP identifier' is what should be entered into business information systems.

From 1 December 2022, new trucks in Qld are no longer issued IAP Certificates and must operate with TMA Certificates.

Trucks in Qld could operate IAP Certificates if they had them from before 1 December 2022.

The document could have the Qld watermark and logo – this is ok.

All permits now have the NHVR logo and truck operators have been emailed electronic copies of this permit.

Figure 18: NHVR IAP certificate (cont.) with truck details

PART 2 - Details of the Transport Operator applying for this IAC

Transport Operator name: [REDACTED]
Company name: [REDACTED]
ABN: [REDACTED]
ACN: [REDACTED]
Postal address: [REDACTED]
PO BOX 728
BROWNS PLAINS
QLD 4118
Enquiries: [REDACTED]
Phone (Bus hours): [REDACTED]
Phone (After hours): [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]
Nominated officer for the Transport Operator
Name: [REDACTED]
Title/Position: [REDACTED] PBS AND PERMITS OFFICER
Contact phone: [REDACTED]

Prime mover/trailer truck details

Make:	Model:	Body Type:	Registration No:	State:
KENW	T888	PRIME MOVER	[REDACTED]	QLD

Vehicle Identification Number (VIN) OR New VIN identifier (if no VIN available)
VIN: [REDACTED]

Jurisdictional Authorisation (Interim IAC)

Interim IAC issue date:	Interim IAC Lapse date:
18-08-21 November 2018	18-08-21 February 2019

(This Interim IAC will lapse if Part 3 is not received from the IAP-SP by this date)

Authorised by: IAC Administrator
Title/Position: IAC ADMINISTRATOR
Phone: 1300765427
Comments/further information:

Note:

Check the dates and registration plate on this section of the permit.

Figure 19: RMS NSW IAP Certificate



NSW CERTIFICATE OF ENROLMENT INTELLIGENT ACCESS PROGRAM (IAP)

Certificate Number: [REDACTED]
Expires: [REDACTED]

Registered Operator Name: [REDACTED]
Vehicle Registration Number: [REDACTED]
State of Registration: [REDACTED]
Vehicle Make: [REDACTED]
VIN: [REDACTED]

IAP Scheme:
GML AB-triple
HML AB-triple

Note: This Certificate of Enrolment indicates that this vehicle is now monitored under IAP in NSW for the above scheme(s) and must be carried in the cabin. Prior to operating on NSW roads, an access permit under the Heavy Vehicle National Law must be obtained and carried in the cabin if this vehicle cannot operate in NSW under a relevant Notice or NSW FNL Declaration.

I hereby certify that the vehicle identified above is enrolled in the Intelligent Access Program in New South Wales.

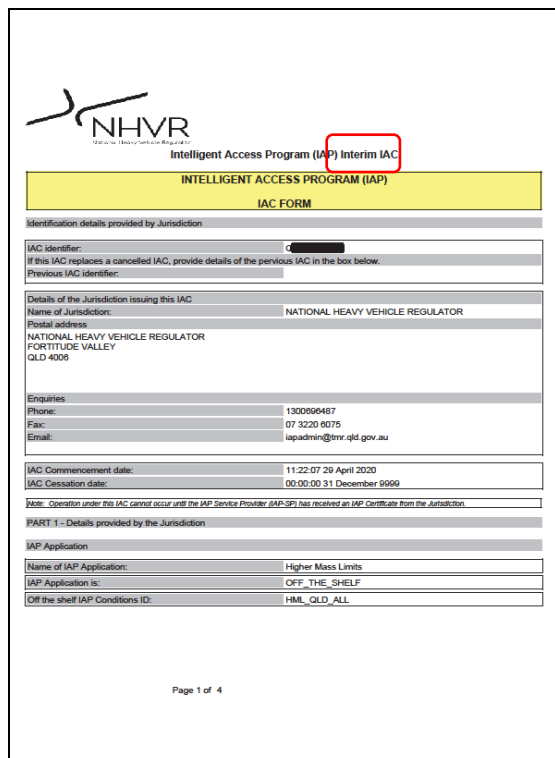

Vincent Wong
Senior Officer
Vehicle Telematics Operations

Issued on behalf of the Roads and Maritime Services of New South Wales

Figure 20: An NHVR issued Interim Intelligent Access Condition (IAC)

Figure 21: Telematics Monitoring Application Certificate

Note: look for 'Interim' because this is not a valid permit.



NHVR
National Heavy Vehicle Regulator

Intelligent Access Program (IAP) Interim IAC

INTELLIGENT ACCESS PROGRAM (IAP)

IAC FORM

Identification details provided by Jurisdiction

IAC Identifier: [Redacted]
If this IAC replaces a cancelled IAC, provide details of the previous IAC in the box below.
Previous IAC Identifier: [Redacted]

Details of the Jurisdiction issuing this IAC

Name of Jurisdiction: NATIONAL HEAVY VEHICLE REGULATOR
Postal address: NATIONAL HEAVY VEHICLE REGULATOR
FORTITUDE VALLEY
QLD 4006

Enquiries
Phone: 1300596487
Fax: 07 3220 8075
Email: iapadmin@nvr.qld.gov.au

IAC Commencement date: 11-22-07 29 April 2020
IAC Cessation date: 00-00-00 31 December 9999

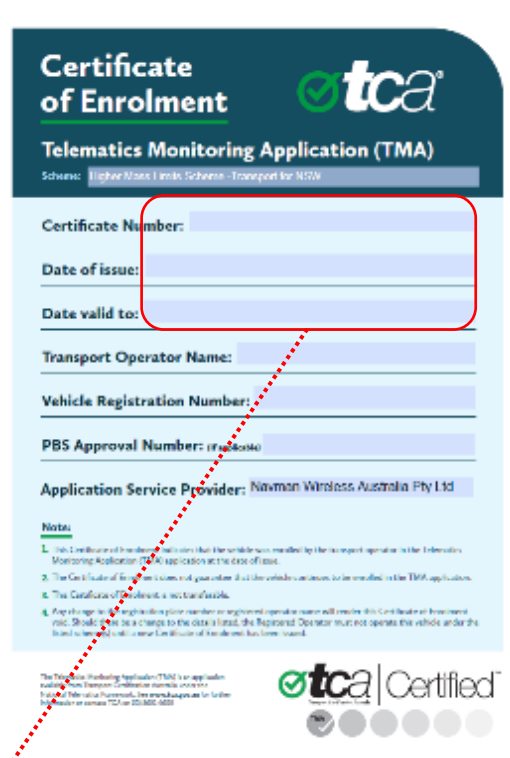
Note: Operation under this IAC cannot occur until the IAP Service Provider (IAP-SP) has received an IAP Certificate from the Jurisdiction.

PART 1 - Details provided by the Jurisdiction

IAP Application

Name of IAP Application: Higher Mass Limits
IAP Application is: OFF_THE_SHELF
Off the shelf IAP Conditions ID: HML_QLD_ALL

Page 1 of 4



Certificate of Enrolment

tca

Telematics Monitoring Application (TMA)

Scheme: Higher Mass Limits Scheme - Transport for NSW

Certificate Number: [Redacted]
Date of issue: [Redacted]
Date valid to: [Redacted]

Transport Operator Name: [Redacted]
Vehicle Registration Number: [Redacted]
PBS Approval Number: [Redacted]
Application Service Provider: Newman Wireless Australia Pty Ltd

Notes:

1. This Certificate of Enrolment (COE) states that the vehicle(s) covered by the transport operator is/are the Telematics Monitoring Application (TMA) application in the box of issue.
2. The COE is valid for the term of your contract with the vehicle(s) covered by the TMA application.
3. The Certificate of Enrolment is a legal document.
4. Any change in the registration plate number or transport operator name will require this Certificate of Enrolment to be updated. Should there be a change to the data listed, the Registered Operator must not operate the vehicle under the COE until the updated COE has been issued.

The Telematics Monitoring Application (TMA) is an application enabling a transport operator to operate a vehicle(s) under a Higher Mass Limits Scheme (HMLS) on the National Land Transport Network (NLTN) for the purpose of transporting goods or passengers.

tca Certified

Check the registration number, expiry date (if missing, there is no expiry) and record the permit number in systems where possible.

3.7.1 HML access permits

Although HML access is on state and federal roads, it is less on council owned roads. Care must be taken to understand HML access requirements at sites handling bulk grain that are on council owned roads.

Trucks loading to HML that have to drive on non-HML roads must present an NHVR access permit that lists all the roads required to get the truck from the HML road network to the loading location – see Figure 8: Example NHVR access permit on roads that are not gazetted. These are unusual and care must be taken.

3.7.2 Qld 500 metre operation off the National Land Transport Network (NLTN)

In Qld, the [Queensland Higher Mass Limits Declaration 2024](#) allows HML trucks to operate up to 500 metres off the NLTN for the vehicle being used. For example, a semi-trailer, B double or Road Train can operate 500 metres off the HML NLTN. Please note the supporting document for this notice: [Queensland Higher Mass Limits Operator's Guide](#) (see Figure 22).

Care must be taken when operating under the HML Declaration because access it only applies:

- to the approved HML network,

- b) only on parts of an approved vehicle type network (i.e. General access/B-double/road train network) that is within 500m of the NLTN
- c) it does not apply to all HML roads, or to parts of an approved combination network that is more than 500m from the National Land Transport Network, and
- d) In grain operating areas, applicable NLTN roads include the Warrego, Gore and New England Highways (see Figure 23).

A NHVR access permit is required to operate more than 500 metres off the NLTN.

Note that the 500 metre allowance is now in the Operators Guide instead of the notice. For further detail, refer to the NHVR website:

<https://www.nhvr.gov.au/C2024G00079-queensland-higher-mass-limits-declaration-2024-no1-operators-guide#t4>

Figure 22: Queensland Higher Mass Limits Declaration

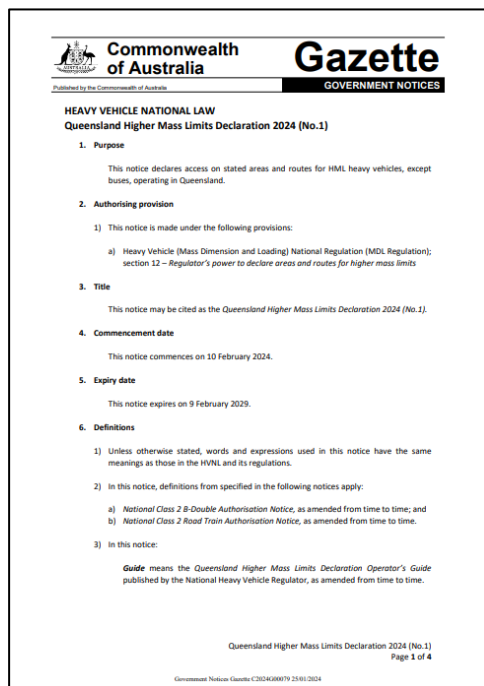


Figure 23: National Road Network Map (Qld)



3.8 Performance Based Standards (PBS)

PBS trucks are longer, heavier, or higher than 'standard' truck designs specified under the Heavy Vehicle (Vehicle Standards) National Regulation.

In grain, the most PBS trucks are truck and dog configurations and road trains operating in areas where road trains are not typically permitted to operate.

To determine the mass limit of a PBS truck, the NHVR Vehicle Approval and Access Permit or Notice needs to be used in conjunction, where the lower mass limit applies.

All PBS trucks must have a Vehicle Approval.

PBS trucks operating to PBS CML or HML must have NHVAS Mass see Figure 15: NHVAS mass management sticker.

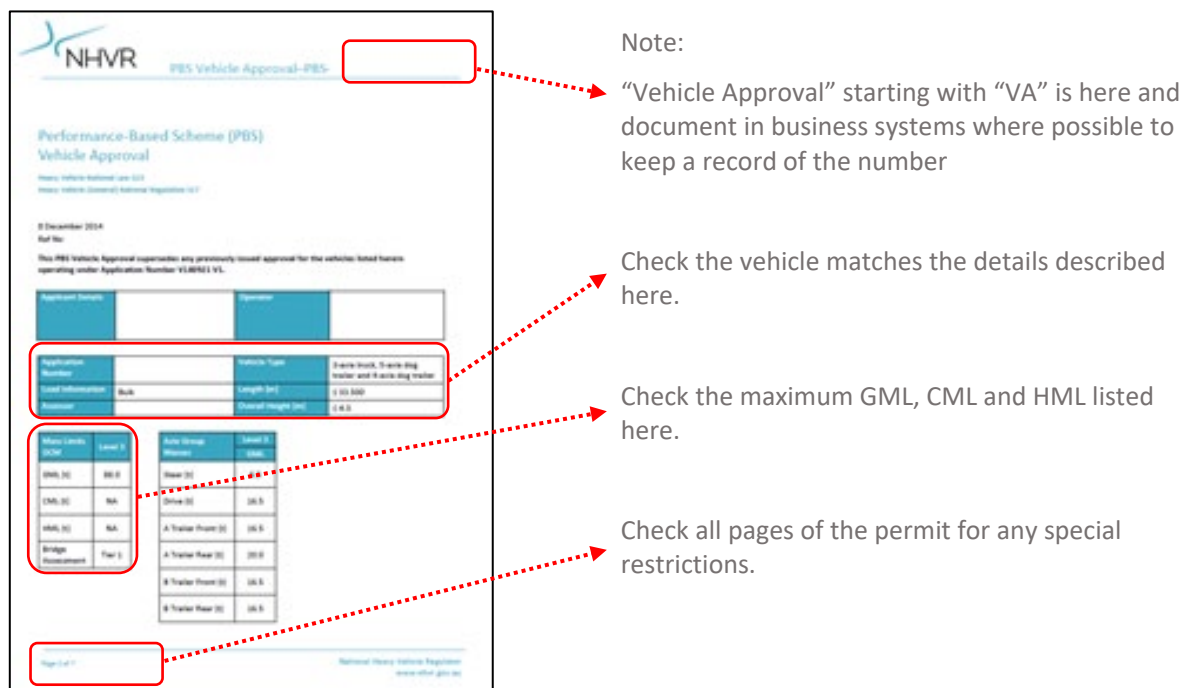
PBS Trucks operating to PBS HML require GPS Tracking in NSW and Qld and can only operate to PBS HML weights on the PBS HML Network, refer section 3.7 Higher mass limits (HML).

All trucks operating as PBS must have a NHVR Vehicle Approval, which will include any specific information for that truck – see Figure 24. The purpose of the Vehicle Approval is to state that the truck is engineered to operate on public roads.

From a compliance perspective, the Vehicle Approval will also list the maximum GML, CML and HML that the truck configuration can operate to.

Trucks can only operate as PBS trucks once they have their PBS Access permit, which may be either a Gazette notice or an NHVR Access Permit.

Figure 24: NHVR PBS Approval



Note:

“Vehicle Approval” starting with “VA” is here and document in business systems where possible to keep a record of the number

Check the vehicle matches the details described here.

Check the maximum GML, CML and HML listed here.

Check all pages of the permit for any special restrictions.

NHVR PBS access permits are the most type of PBS access – see Figure 8: Example NHVR access permit on roads that are not gazetted. Care needs to be taken with PBS access permits because road access can be limited and the maximum PBS weights from the vehicle approval are often restricted to specific routes during specific times.

3.9 National Class 2 PBS Level 1 & 2A Truck and Dog Trailer Authorisation Notice

The National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2024 (No.2) (see Figure 25) allows trucks with 3, 4 and 5 axle dog trailers to operate on the PBS 2A network with a NHVR PBS Vehicle Approval only (see Figure 24: NHVR PBS Approval).

Detail about the specific mass limits and permits is included on the pages for these truck codes by selecting the truck code number.

16		4 Axle Twin Steer Rigid Truck
22		4 Axle Tri Drive Rigid Truck
55		4 Axle Twin Steer Rigid Truck and 3 Axle Dog Trailer (PBS)
73		4 Axle Tri Drive Rigid Truck and 4 Axle Dog
76		3 Axle Rigid Truck and 6 Axle Dog Trailer (PBS)
87		4 Axle Twin Steer Rigid Truck and 5 Axle Dog Trailer (PBS)

3.10 Queensland Performance Based Standards A-Doubles East of the Great Dividing Range

In Queensland, 36.5 metre road trains and AB Triples have very good access west of the Great Dividing Range.

East of the Dividing Range, the Queensland Class 2 Performance Based Standards A-Double (Toowoomba to Port of Brisbane) Authorisation Notice 2023 (No.1) (see Figure 26) allows 30 metre 11 Axle A-doubles to operate to Brisbane with a maximum mass of 81.5 tonnes when they have the following:

- NHVAS Mass (see Figure 15: NHVAS mass management sticker, look for the blue “Mass Management” banner on the sticker)
- NHVR PBS Vehicle Approval (see Figure 24: NHVR PBS Approval)
- A TMA GPS Tracking System (see 3.7 - Higher mass limits (HML))

Due to the low 81.5 tonne mass limit under the notice limited to Brisbane, most grain truck apply for NHVR access permits to get up to an 85.0 tonne mass limit. The access permit must list specific roads to the destination and requires the same conditions as the notice. Care must be taken to check lower mass limits due to axle spacings of specific combinations into different Queensland destinations. Both PBS and non-PBS combinations can get NHVR access permits to Gladstone and Mackay.

28		11 Axle Road Train
-----------	---	--------------------

91



12 Axle Road Train

Figure 25: National Class 2 PBS Level 1 & 2A Truck & Dog Trailer Authorisation Notice 2024 (No.2)

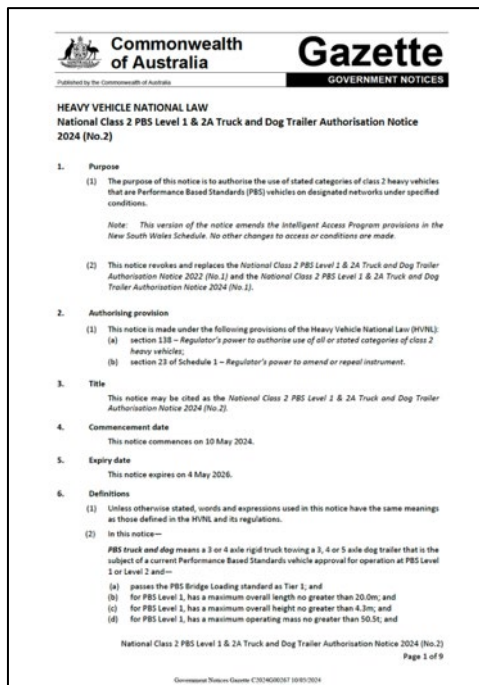
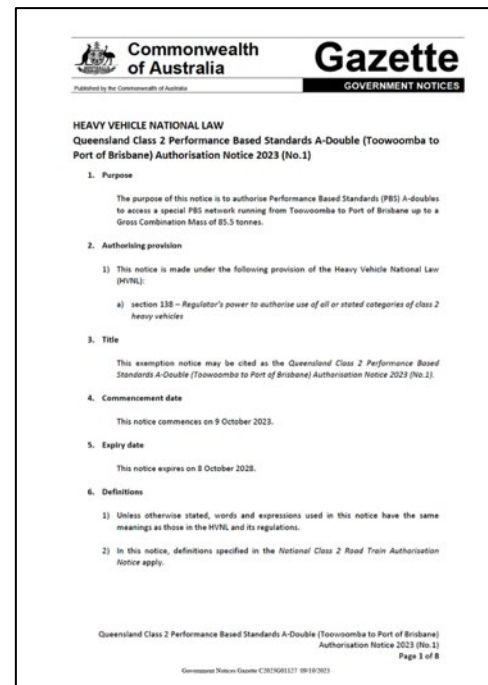


Figure 26: Queensland Class 2 PBS A-Double (Toowoomba to Port of Brisbane) Authorisation Notice 2023 (No.1)



3.11 National Class 2 Performance Based Standards (High Productivity) Authorisation Notice

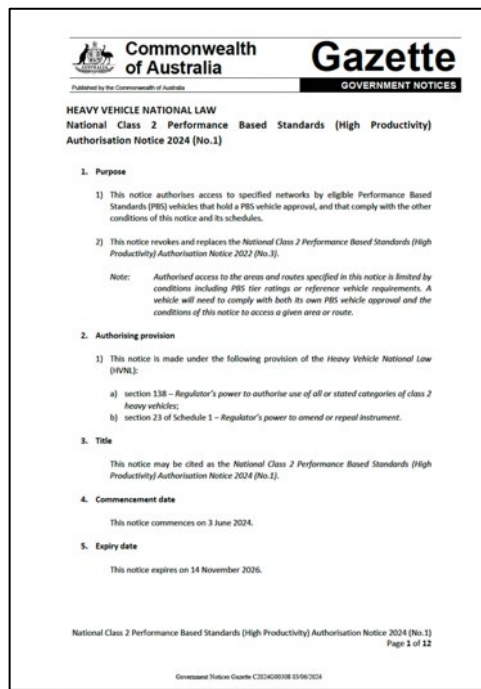
The National Class 2 Performance Based Standards (High Productivity) Authorisation Notice 2024 (No.1) is a wide-ranging notice that improves access to the road network for grain trucks on the PBS Networks in NSW and Victoria (see Figure 27). It does not currently provide access on the Queensland or South Australia road networks.

Trucks operating under the notice must have a PBS Vehicle Approval (see Figure 24), and may also require a NHVR Access Permit (see 3.3 Truck length, heavy vehicle access and NHVR Access Permits) and GPS Tracking (see 3.7 – Higher mass limits (HML)).

Access for trucks operating under this notice is different between NSW and Victoria, and the applications for grain trucks is included below.

Last mile issues are with these trucks to grain sites and care must be taken to ensure access is possible to the site.

Figure 27: National Class 2 Performance Based Standards (High Productivity) Authorisation Notice 2024 (No.1)



3.11.1 NSW

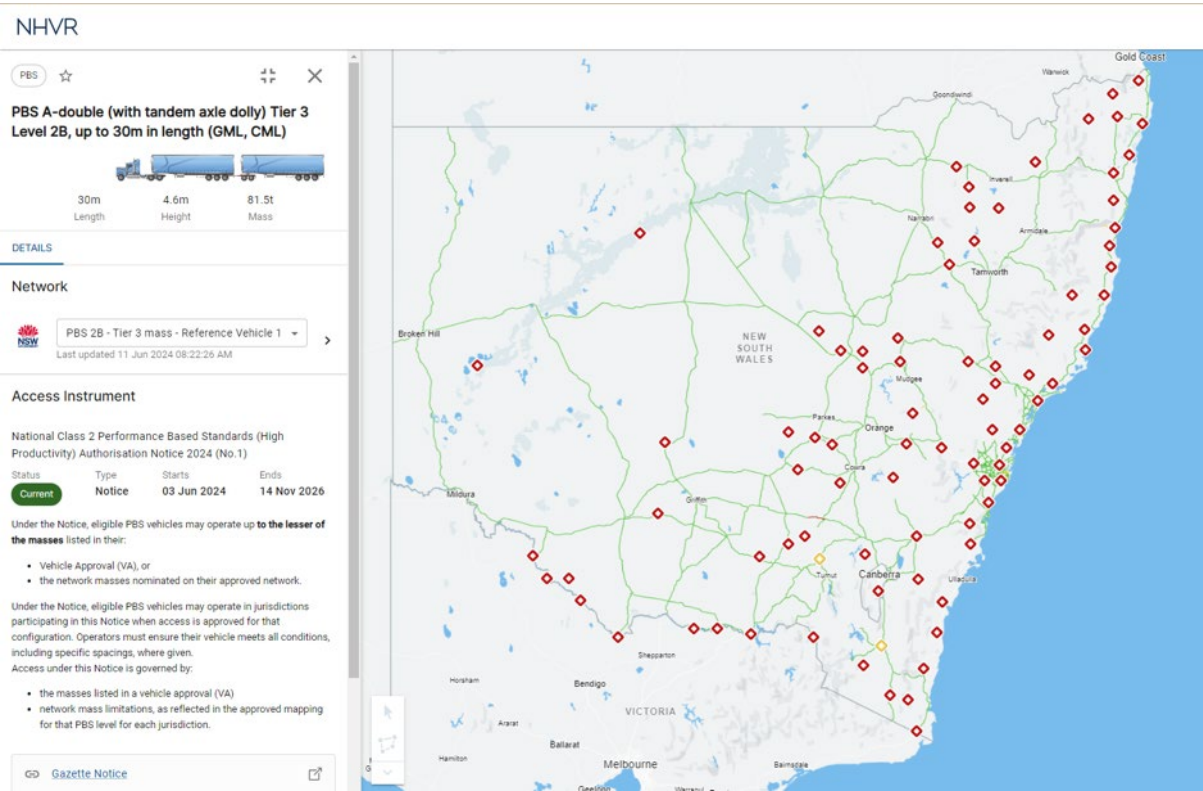
Although the notice applies to quad axle groups, these are uncommon in the grain industry, so the notice only applies to 30 metre 11 Axle A-doubles. The notice specifies it only applies to 2 axle dollies, so 12 Axle A-doubles are unable to operate under the notice.



The trucks are permitted to operate on the PBS 2B network only (see Figure 28).

The most application of the notice for grain trucks is for trucks delivering to ports and domestic end users.

Figure 28: NSW PBS 2B Road Network on the NHVR National Network Map



3.11.2 Victoria

11 and 12 axle 30 metre A-doubles, and 15 Axle AB-triples can operate in Victoria under the notice.

			Mass Limit
28		11 Axle Road Train	85.5t
91		12 Axle Road Train	91.0t
96		15 Axle AB-triple Road Train and 3 Axle Dolly	113.5t

To operate these trucks, the following conditions must be met:

- Display a NHVAS Mass Accreditation sticker – see Figure 15: NHVAS mass management sticker
- Have a NHVR PBS Approval that meets the requirements of the Notice – see Figure 24: NHVR PBS Approval
- GPS tracking with one or both of the following approved intelligent transport systems, approved by Transport Certification Australia (TCA):
 - On Board Mass Management Category B (OBM B); or
 - On Board Mass Management Category C (OBM C)

- Enrolled in Telematics Monitoring Application (TMA).

Figure 29: Restricted Access Mass Limits on the NHVR National Network Map

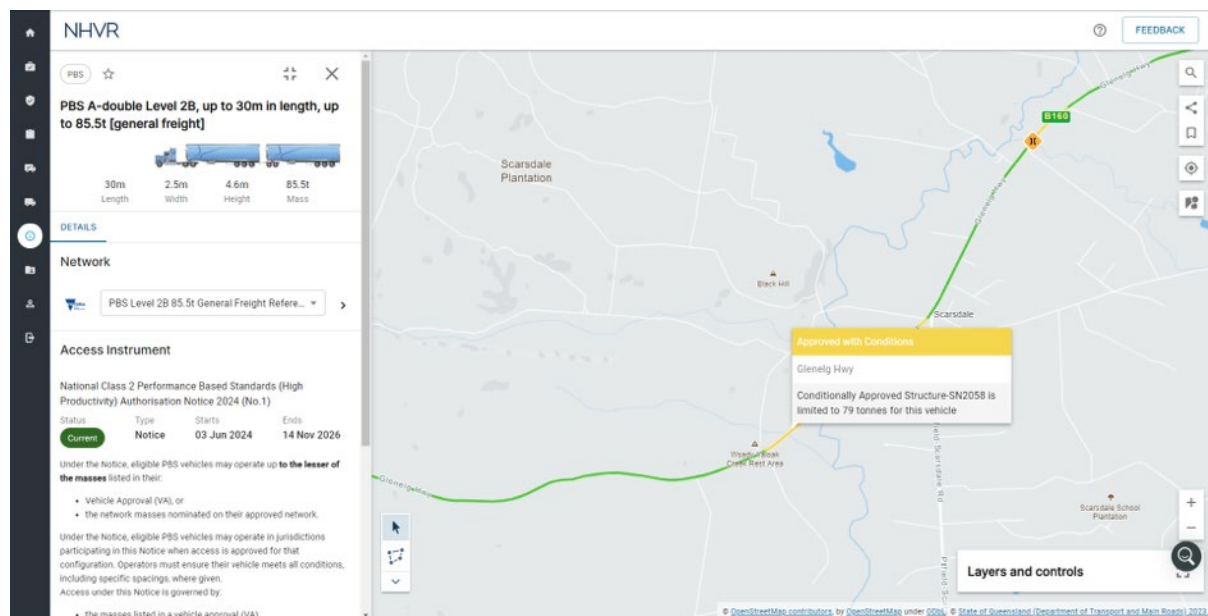
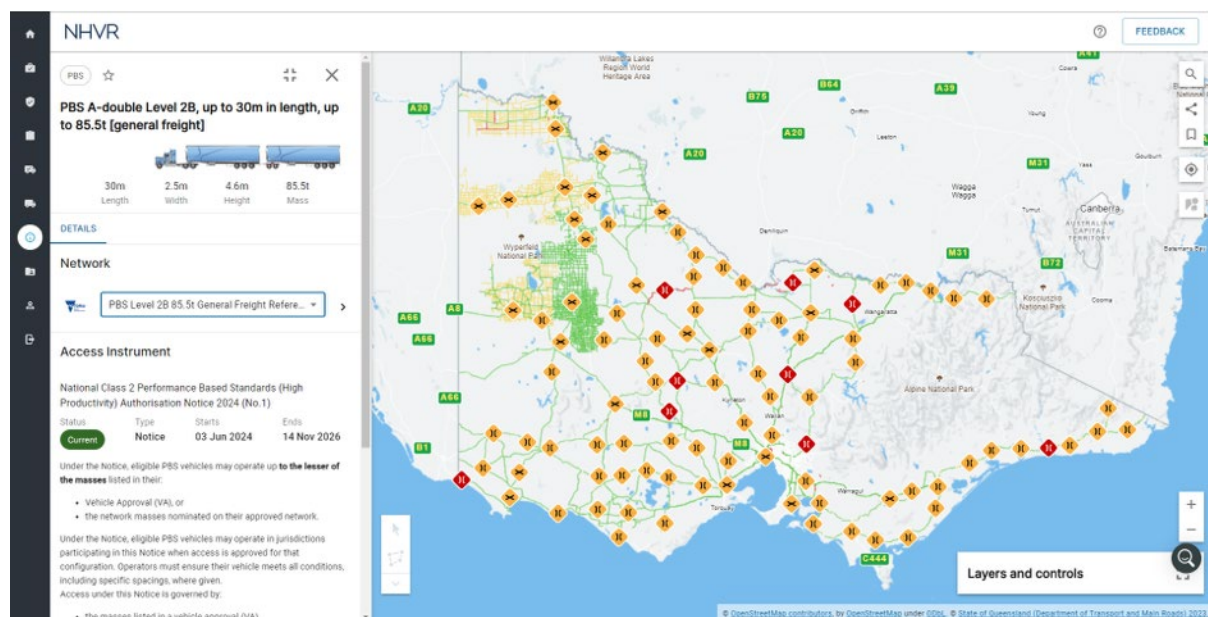


Figure 30: Victoria PBS Level 2B Mass - General Freight Road Network on the NHVR National Network Map



A risk with the PBS networks is there are lower mass limits (usually due to bridges) throughout the network, marked with orange and red dots on the PBS maps. It is difficult for GTSN members to know and understand these mass limits because trucks drive different routes with different permits due to these lower mass limits. Therefore, GTSN members apply mass limits at their specific load or unload point, and truck operators must manage the route mass between origin and destination.

The TMA Certificate (see Figure 21: Telematics Monitoring Application Certificate) does not specify if trucks have on board mass fitted and it is not possible to identify this. Therefore, GTSN members must rely on the driver declaration if they operate under the notice.

Due to the restrictions with the notice, many trucks operate under a NHVR access permit instead of operating under the notice (see Figure 8: Example NHVR access permit on roads that are not gazetted). The purpose of the NHVR access permits is to allow operators time to install the GPS tracking systems required under the notice.

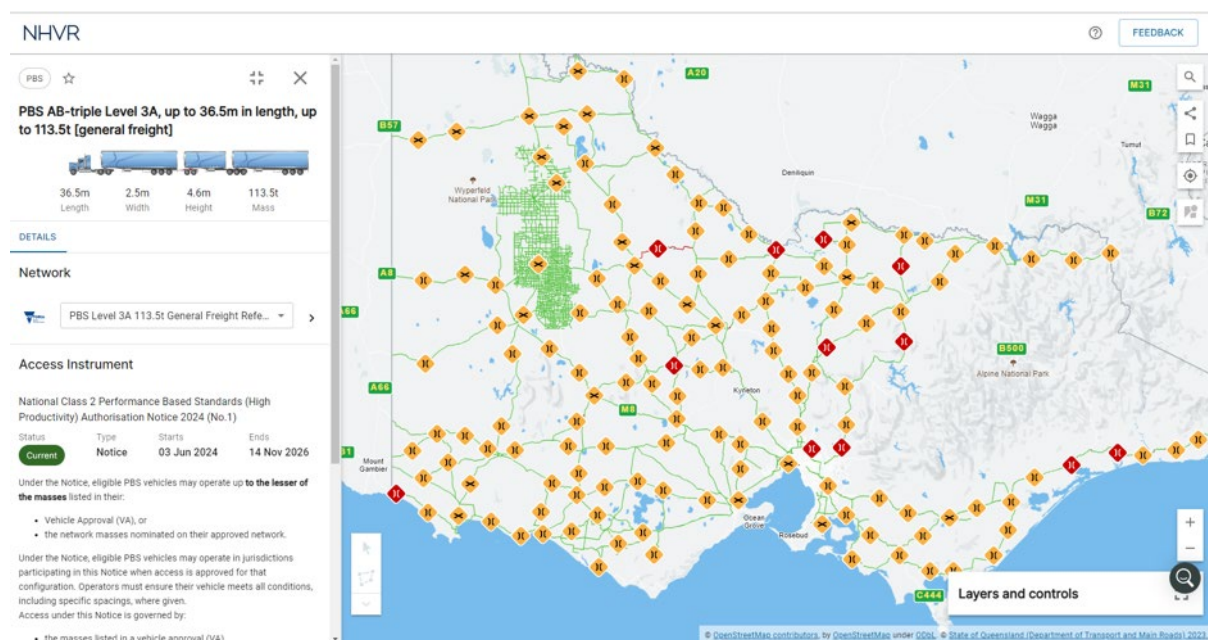
A-doubles operate on the PBS Level 2B Mass – General Freight network. Access on this network is generally good, and GTSN members are working with Department of Transport to address last mile issues across the network.

The PBS 3A network allows the following higher masses:

- 12 Axle A Doubles (Code 91) PBS Level 3A General Freight
- 15 Axle AB-triples (code 96) operate on the PBS Level 3A General Freight – AB-triple (up to 36.5m) network

Although some sections of this network allow full AB triple HML 113.50 tonne mass, entire journey access is limited. As the network access improves, AB triples are becoming more common in Victoria under this notice.

Figure 31: PBS Level 3A General Freight – AB-triple (up to 36.5m) Network on the NHVR National Network Map



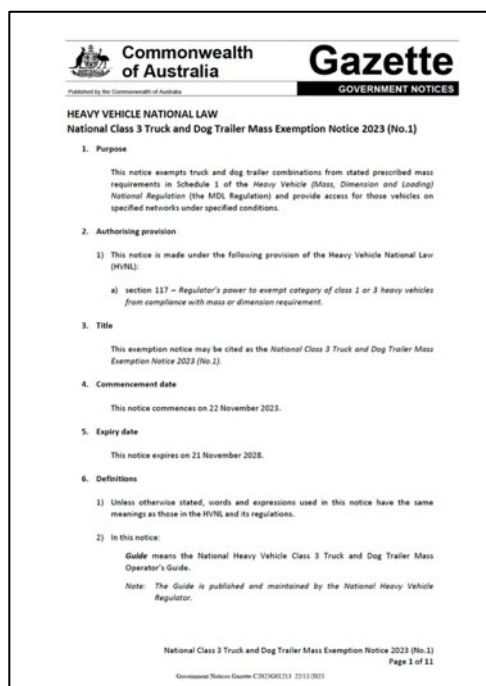
3.12 National Class 3 Truck and Dog Trailer Mass Exemption Notice

The following combinations can operate under heavy weights with the National Class 3 Truck and Dog Trailer Mass Exemption Notice 2023 (No.1), see Figure 32.

Figure 32: National Class 3 Heavy Vehicle 19m Truck and Dog Combinations

			Notice Weight
16		3 Axle Rigid and 3 Axle Dog Trailer	45.0t NSW = 48.0t
22		4 Axle Twin Steer Rigid Truck and 3 Axle Dog Trailer	50.0t
73		4 Axle Twin Steer Rigid Truck and 4 Axle Dog Trailer	50.0t
76		3 Axle Rigid Truck and 4 Axle Dog Trailer	50.0t

Figure 33: National Class 3 Truck and Dog Trailer Mass Exemption Notice 2023 (No.1)



These combinations have a 42.5 tonne GML and the notice (see Figure 33) allows heavier mass for trucks that comply with the requirements of it (e.g. axle spacing) and pay higher registration fees.

It is not reasonably practicable for bulk handlers to check axle spacings or registration payments, so the truck driver must ensure they meet all the requirements of the notice.

3.13 National Class 3 20m Long 3-axle Truck and 4-axle Dog Trailer Mass and Dimension Exemption Notice

The National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2024 (No.2) allows 3 Axle Trucks with 4 Axle Dog Trailers (Code 76) to operate to 57.50 tonnes on the PBS 2A road network when they have a PBS Vehicle Approval.

To simplify access for these trucks, the National Class 3 20m Long 3-axle Truck and 4-axle Dog Trailer Mass and Dimension Exemption Notice 2024 (No.1) (see Figure 34) allows the full 57.50 tonne PBS weight without a NHVR PBS Vehicle Approval.

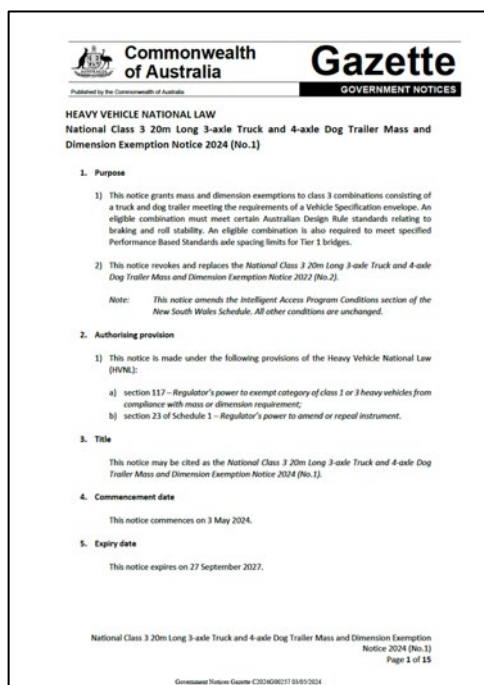


3 Axle Rigid Truck and 4 Axle Dog Trailer

57.50 tonnes is only permitted on the PBS 2A network, otherwise a NHVR PBS access permit is required (see 3.3 Truck length, heavy vehicle access and NHVR Access Permits). Note:

- Councils may specify restrictions for the notice and detail about this is published on the NHVR website.
- GTSN members do not measure axle spacings to calculate lower mass limits because it is extremely complex and a safety risk. Truck operators with lower mass limits due to axle spacings must declare this to GTSN members when loading under this notice.

Figure 34: National Class 3 20m Long 3-axle Truck and 4-axle Dog Trailer Mass and Dimension Exemption Notice



3.14 South Australian 23 metre truck and dog notice

The purpose of the South Australia Class 3 Truck and Dog Trailer (up to 23m long) Mass and Dimension Exemption Notice 2025 (No.1) is to exempt 23m truck and dog trailer combinations operating in South Australia from stated mass and dimension limits – see Figure 35 and Figure 36.

A 23m truck and dog combination consists of a 3 axle truck towing a dog trailer with 3, 4 or 5 axles.

Figure 35: South Australia Class 3 Truck and Dog Trailer (up to 23m long) Mass and Dimension Exemption Notice 2025 (No.1)

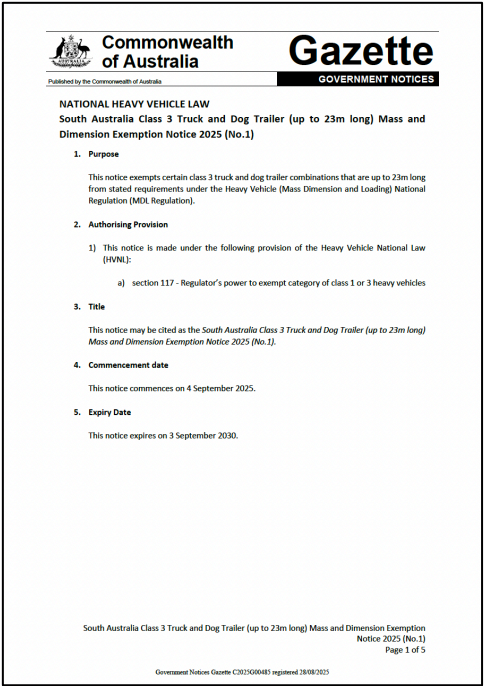


Figure 36: Truck Codes that can operate under the SA 23m Truck and Dog Trailer Notice

			Mass Limit
16		3 Axle Rigid Truck and 3 Axle Dog Trailer	48.0t
76		3 Axle Rigid Truck and 4 Axle Dog Trailer	55.5t
87		3 Axle Rigid Truck and 5 Axle Dog Trailer (PBS)	59.0t

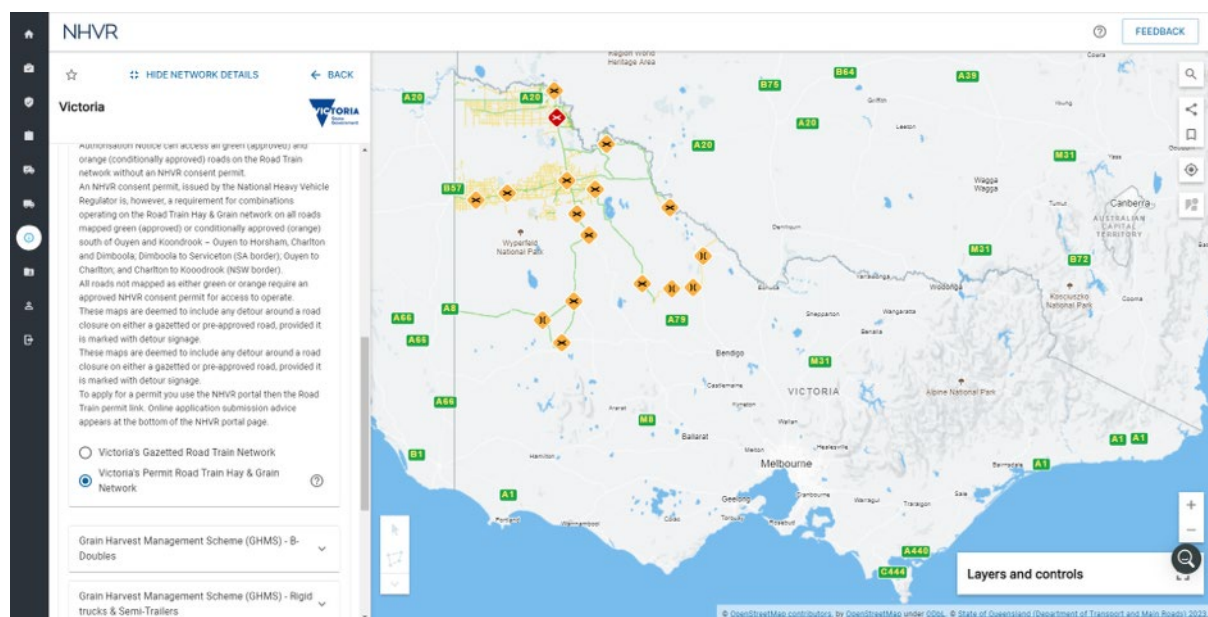
3.15 Victoria Road Train Hay & Grain Network

Road Trains and AB-triples operating in North-Western Victoria can operate at 36.5 metre length on the Victoria Hay and Grain Road network (see Figure 37). A less extensive Road Train Network also exists in this area, so grain trucks will use the Hay and Grain Network

28		11 Axle Road Train
91		12 Axle Road Train
88		14 Axle AB-triple Road Train and 2 Axle Dolly
96		15 Axle AB-triple Road Train and 3 Axle Dolly

A NHVR access permit is required to access the pre-approved network, and specific roads listing grain sites are required when last mile issues exist off the pre-approved network. See Figure 8: Example NHVR access permit on roads that are not gazetted.

Figure 37: Victoria Hay & Grain Network for Road Trains and AB-triples on the NHVR National Network Map



3.16 Road friendly suspension (RFS)

Trucks without Load Sharing Suspension are very rare, all mass limits in this Truck Book include the Load Sharing Suspension concession where applicable.

Trucks that do not have load sharing suspension must deduct one tonne from all mass limits in this Truck Book.

3.16.1 Victorian road friendly suspension

In Victoria, trucks fitted with road friendly suspension (RFS) can operate under the Victoria Class 3 Road Friendly Suspension Mass Exemption Notice 2024 (No.1) – see Figure 38. The notice allows trucks fitted with RFS to operate to CML without having to have NHVAS mass management accreditation.

A Victorian road friendly suspension column is included on the GTSN Truck Chart and for each truck code in this Truck Book, with the allowable mass limits where applicable.

3.16.2 Twin steer truck road friendly suspension

Since 1985 in Australia, all twin steer trucks have Load Sharing Suspension, which is designed to equally distribute the weight across the front axles of twin steer trucks – see Figure 39 for an example twin steer truck.

Note: Twin steer trucks are relatively uncommon bulk grain.

Figure 38: Victoria Class 3 Road Friendly Suspension Mass Exemption Notice 2024 (No.1)

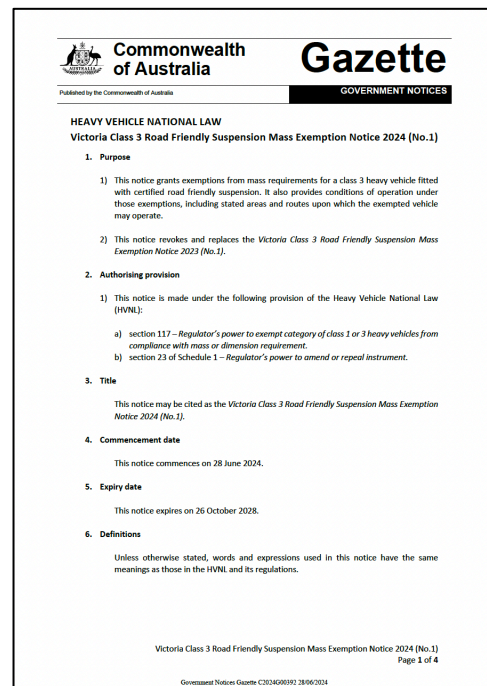


Figure 39: Example twin steer truck (Code 73 – 4 Axle Twin Steer Rigid Truck & 4 Axle Dog Trailer)



3.17 Grain harvest management scheme (GHMS)

Trucks that load in paddocks during harvest often do not have facilities to accurately weigh trucks. Consequently, there is a large variance between the gross weight and the mass limit when trucks are unloaded at bulk handlers. This variance can lead to significant underloading and increased truck movements.

Currently, Qld, NSW, Vic and SA all administer a grain harvest management scheme, each with different truck combinations and mass limits. Generally, the objective of these schemes is to minimise underloading by allowing a higher harvest mass limit for ex-farm deliveries, and for the average gross weight to be at the General mass limits (GML).

Work is currently underway to harmonise harvest mass management schemes.

In every state, to participate in the GHMS, bulk handlers sign an undertaking with the transport regulator to ensure data pertaining to all harvest deliveries is reported. Regulators can use this data to identify adverse trends in potentially overloaded trucks to ask further questions of bulk handlers, truck companies and growers.

Additionally, bulk handler policies further contribute to dis-incentivise overloading. Examples include warning notices given to truck drivers when they overload, emails, letters and phone calls to growers about overloads and, in some instances, banning specific truck companies from delivery.

3.17.1 Queensland GHMS

The Queensland Class 3 Heavy Vehicle (Grain Harvest Management Scheme) Mass Exemption Notice 2024 (No.1) allows up to GML + 7.5% for deliveries from paddock to the designated bulk handler location – see Figure 40.

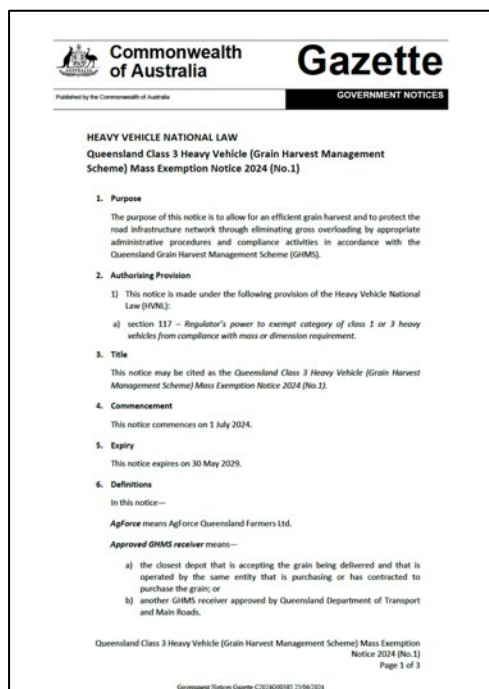
Key points with the Queensland harvest management scheme:

- The GHMS concession applies to most truck codes (PBS trucks are excluded)
- Trucks must display **the current** sticker - the sticker colour changes every year – see Figure 41 for an example. The first 2 digits of the permit number indicate the year of validity
- AgForce publish information on their website about how the GHMS works that can be helpful to freight providers
- Rejection limits no longer apply - TMR must be advised immediately when truck gross weights exceed specified limits
- Qld GHMS weights are maximum weights and 0.5t steer and 1.1 allowances do not apply when conditions are met
- PBS trucks do not qualify for GHMS
- The scheme expires on 30 May 2029.

For more information about truck and combination mass limits, refer to individual pages for each truck code, or the GTSN Truck Chart.

Figure 40: Queensland Class 3 Heavy Vehicle (GHMS) Mass Exemption Notice 2024 (No.1)

Figure 41: AgForce Qld GHMS stickers



3.17.2 New South Wales GHMS

The New South Wales Class 3 Grain Harvest New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2024 (No. 1) – see Figure 42, can be complex and care must be taken with the mass limits.

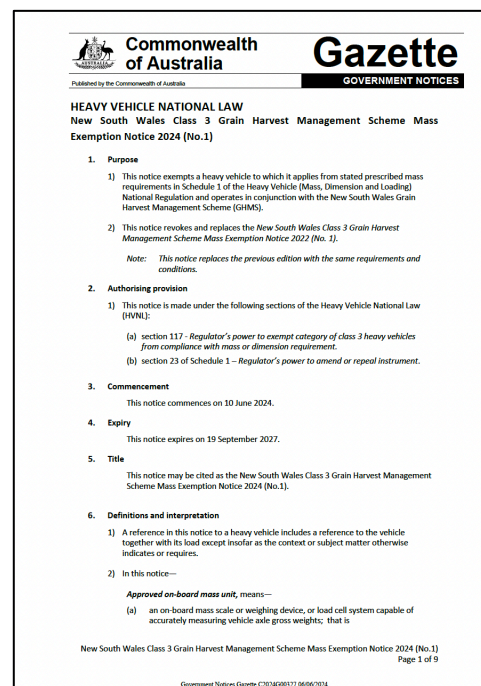
Mass limits under the GHMS allow GML + 5%, or CML without NHVAS mass management accreditation, for 19 truck configurations. Although many configurations do not qualify for the scheme, by road volumes, most of the trucks that operate in NSW are represented.

Key points with the NSW Harvest Management Scheme:

- Trucks must have a copy of the notice – electronic copies are acceptable
- Council participation is optional, and GHMS mass limits cannot be used until councils participate – all councils historically participate in grain growing areas
- Trailers with ‘Super Single’ tyres on trailers are not able to participate
- 12 Axle Semitrailers (code **12**) and 9 Axle B-doubles (code **68**) get 0.2 and 0.8 tonnes respectively when they have NHVAS mass management accreditation



Figure 42: New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2024 (No. 1)



- This Notice expires on 19 September 2027.

3.17.3 NSW Farm Gate Scheme

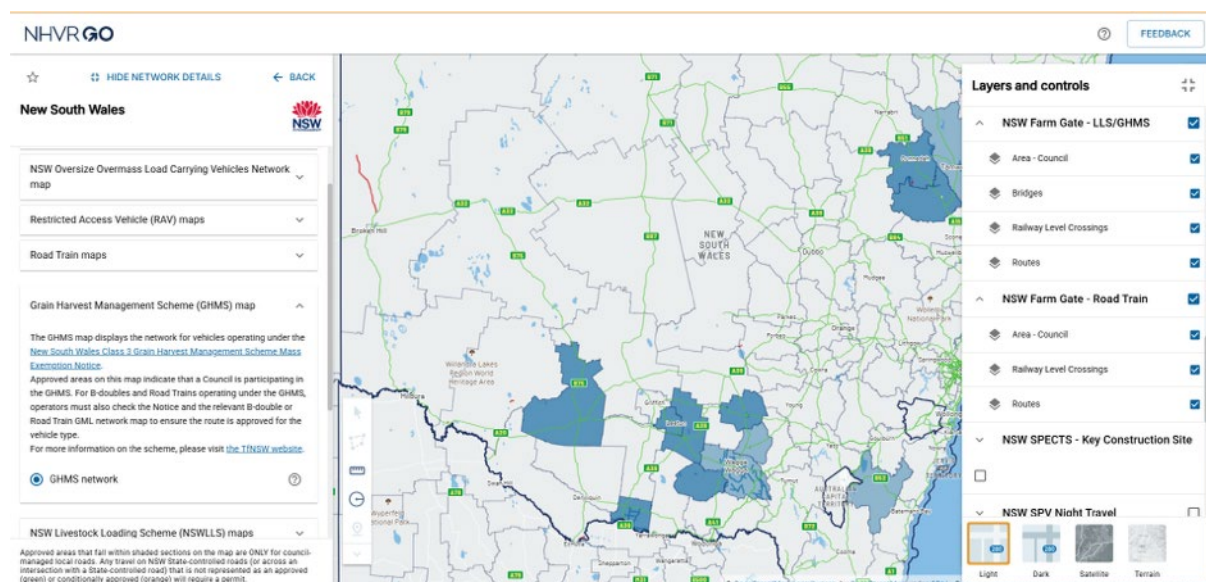
NSW has a Farm Gate network allows access for trucks operating under the grain harvest management scheme on council roads when they are fitted with telematics. The scheme is designed to get higher productivity vehicles onto the local road network without having to apply for NHVR access permits.

Key points:

- Council participation in the scheme is optional, and care must be taken
- Trucks must be fitted with a GPS tracking device (i.e. TMA)
- The scheme is only for paddock to silo movements - Trucks cannot load at GTSN member sites that do not have access under the scheme

See Figure 43 below for the map available on the NHVR National Network Map.

Figure 43: NSW Farm Gate Map with Participating Councils (August 2025)



3.17.4 Victorian GHMS

The Victoria Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2022 (No.1) – see Figure 44, can be complex and care must be taken with the mass limits.

Mass limits under the GHMS allow GML + 5% for some truck configurations. Although many configurations do not qualify for the scheme, by road volumes, most of the trucks that operate in Victoria are represented.

Key points with the Victoria Harvest Management Scheme:

- Trucks must have a copy of the notice – electronic copies are acceptable
- If the truck meets the conditions of the scheme, including that it is newer than 2002 and compliant with ADR80, they can automatically participate – stickers are no longer issued to trucks. It is not reasonably practicable for GTSN members to determine if trucks can participate and truck drivers must declare if they can participate at delivery during harvest.
- This Notice expires on 26 September 2027.

3.17.5 South Australian GHMS

The South Australia Farm Gate Grain Transport Mass Exemption Notice 2025 (No.1) applies in South Australia – see Figure 45.

The notice provides for the loaded mass of a heavy vehicle to exceed the normal mass limit applicable of the vehicle / combination up to 105% for the first and second load carried by the heavy vehicle from a given paddock on a given day.

The exemption only applies in South Australia and is applicable to heavy vehicles transporting grain from the farm gate to a grain receiver when operating at:

- General mass limits; or
- Concessional mass limits; or
- Higher mass limits; or
- The mass limits specified in a primary notice
- The scheme expires on 2 February 2030.

Note: PBS trucks and any combination with a pig trailer are not eligible to participate in the SA GHMS.

Figure 44: Victoria Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2022 (No.1)

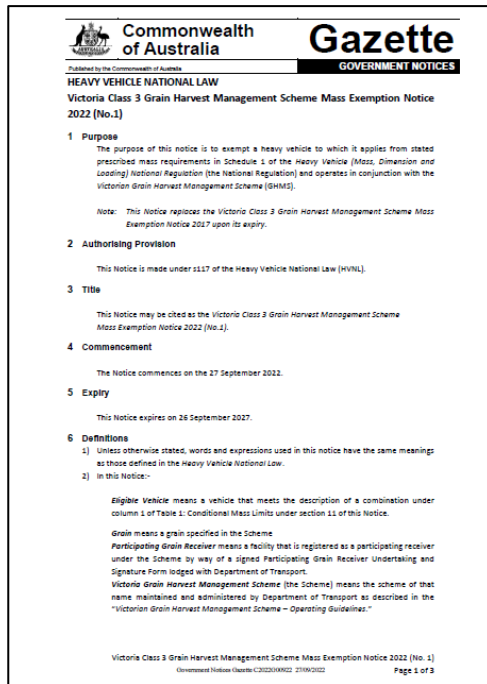
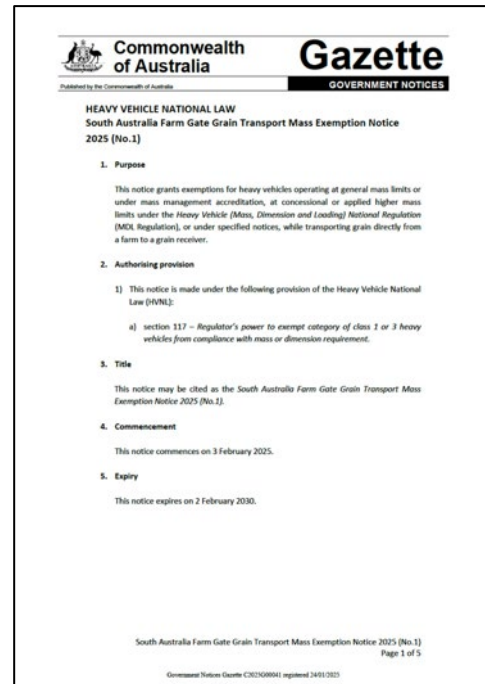


Figure 45: South Australian Heavy Vehicle Farm Gate Grain Transport Mass Exemption Notice 2025 (No.1)



3.18 National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice

National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice 2024 (No.1) is designed to allow farming equipment to be moved between sites for farming purposes.

The notice is not designed for grain transport, either during, or outside of harvest periods.

Below is an example of one of the vehicles that can operate under the Ag Notice. It is not permitted to deliver grain to bulk handlers.



Detailed Truck Codes

4 Detailed truck codes (by truck type)

The following sections 4.1 to 4.11 detail all the currently known truck configurations and combinations used in the grain industry and their legal mass limits.

4.1	Rigid Trucks	Page 51	 3 Axle Rigid Truck
4.2	Truck & Dogs	Page 58	 3 Axle Rigid Truck and 4 Axle Dog Trailer
4.3	Truck and Pig Trailers	Page 78	 3 Axle Rigid Truck and 2 Axle Pig Trailer
4.4	Semitrailers	Page 88	 6 Axle Semitrailer
4.5	B-doubles	Page 100	 9 Axle B-double
4.6	AB-triples	Page 108	 14 Axle AB-triple Road train and 2 Axle Dolly
4.7	Type 1 Road Trains	Page 120	 11 Axle Road Train
4.8	B-triples	Page 136	 12 Axle B-triple Road Train
4.9	Type 1 Road Trains with Dog Trailers	Page 141	 3 Axle Rigid Truck and 2 x 4 Axle Dog Trailers (Road Train)
4.10	Type 2 Road Trains	Page 159	 18 Axle 3 Axle Dolly Road Train (Type 2)
4.11	Type 2 Quads	Page 165	 18 Axle ABB-quad Road Train and 3 Axle Dolly

4.1 Rigid Trucks

1

2 Axle Rigid Truck

9

3 Axle Rigid Truck

17

3 Axle Twin Steer Rigid Truck

18

4 Axle Twin Steer Rigid Truck

36

5 Axle Twin Steer Rigid Truck

43

4 Axle Tri Drive Rigid Truck

The maximum length of rigid trucks is 12.5 metres.

Rigid Trucks:

2 Axle Rigid Truck

1



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	15.00 1G	-	-	-	-	✓ 1GE	-		-		16.12 ¹
NSW		-									-
Vic		16.00 1RFS									16.80 1GHMS 1GHMSE
SA		-									15.75

Maximum length is 12.5 metres.

¹ Steer allowance does not apply to QLD GHMS mass limits.

Rigid Trucks:

9

3 Axle Rigid Truck



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	22.50 9G	-	23.00 9C	-	-	✓ 9GE 9CE 9HE	-		-		24.18 ²
NSW											23.00
Vic		23.00 9RFS									23.60 9GHMS 9GHMSE
SA		-									GML 23.63 CML 24.15 HML 24.15

Maximum length is 12.5 metres.

² Steer allowance does not apply to QLD GHMS mass limits.

Rigid Trucks:

3 Axle Twin Steer Rigid Truck

17



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	20.00 ³ 17GLS 17G	-	-	-	-	-	-		-		21.50
NSW											-
Vic		21.00 17RFS									
SA		-									21.00

Maximum length is 12.5 metres.

³ Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

Rigid Trucks:

4 Axle Twin Steer Rigid Truck

18



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS					
Qld	27.50 ⁴ 18GLS 18G	-	28.50	28.50	-	-	-				29.56					
NSW			28.00 18C	-							28.00 ⁵					
Vic		28.00 18RFS		28.00 18H							28.90 18GHMS					
SA		-	-								GML 28.88 HML 29.40					

Maximum length is 12.5 metres.

⁴ Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

⁵ Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

Rigid Trucks:

5 Axle Twin Steer Rigid Truck

36


State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	31.00 ⁶ 36GLS 36G	-	32.00	-	-	-	-				33.32
NSW			31.00 36C								-
Vic			32.00 36CLS 36C								
SA			-								32.55

Maximum length is 12.5 metres.

⁶ Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

⁷ One of the rear axles is lazy and often raises when the truck is not loaded – tri drive trucks are PBS and none currently operate in grain.

Rigid Trucks:

4 Axle Tri Drive Rigid Truck

43



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	26.00 43G	-	27.00 43C	-	-	✓ 43GE 43CE	-		-		27.95 ⁸
NSW											
Vic		26.00 43RFS									
SA		-									

Maximum length is 12.5 metres.

⁸ Steer allowance does not apply to QLD GHMS mass limits.

4.2 Truck & Dogs

7		2 Axle Rigid Truck and 2 Axle Dog Trailer
8		2 Axle Rigid Truck and 3 Axle Dog Trailer
15		3 Axle Rigid Truck and 2 Axle Dog Trailer
16		3 Axle Rigid Truck and 3 Axle Dog Trailer
21		4 Axle Twin Steer Rigid Truck and 2 Axle Dog Trailer
22		4 Axle Twin Steer Rigid Truck and 3 Axle Dog Trailer
32		4 Axle Tri Drive Rigid and 5 Axle Dog Trailer
44		3 Axle Rigid and 6 Axle Dog Trailer
55		4 Axle Twin Steer Rigid Truck and 5 Axle Dog Trailer (PBS)
56		4 Axle Twin Steer Rigid and 6 Axle Dog Trailer (PBS)
73		4 Axle Rigid Truck and 4 Axle Dog

76

3 Axle Rigid Truck and 4 Axle Dog Trailer

87

3 Axle Rigid Truck and 5 Axle Dog Trailer (PBS)

102

3 Axle Rigid Truck and 6 Axle Dog Trailer (PBS)

106

Twin steer 5 Axle Rigid and 3 Axle Dog (PBS)

107

4 Axle Tri Drive Rigid Truck and 4 Axle Dog (PBS)

113

3 Axle Rigid and 6 Axle Dog and 4 Axle Dog (PBS)

114

3 Axle Rigid and 6 Axle Dog and 5 Axle Dog (PBS)

Truck and Dogs:

2 Axle Rigid Truck and 2 Axle Dog Trailer

7



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	30.00 ⁹ 7G	-	-	-	-	✓ 7GE	-		-		32.25 ¹⁰
NSW		-									-
Vic		30.50 7RFS									
SA		-									31.50

⁹ Single tyres on dog trailer maximum weight of 27.0 tonnes.

¹⁰ Steer allowance does not apply to QLD GHMS mass limits.

Truck and Dogs:

2 Axle Rigid Truck and 3 Axle Dog Trailer

8



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS				
Qld	30.00 ¹¹	-	31.00	-	-	✓ 8GE	-		-		32.25 ¹²				
NSW	33.75 8G										-	-	-	-	-
Vic	41.00 8G														
SA	33.75 8G														

¹¹ HV(MDL)NR Schedule 1 Part 1 Imposition of general mass limits 2(4) The mass of a dog/pig trailer shall not exceed the mass of the motor truck towing it any time.

¹² Steer allowance does not apply to QLD GHMS mass limits.

Truck and Dogs:

3 Axle Rigid Truck and 2 Axle Dog Trailer

15



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	40.50 15G	-	41.50 15C	-	-	✓ 15GE 15CE	-				43.54 ¹³
NSW											41.00
Vic											42.50 15GHMS 15GHMSE
SA											GML 42.53 CML 43.05

¹³ Steer allowance does not apply to QLD GHMS mass limits.

Truck and Dogs:

3 Axle Rigid Truck and 3 Axle Dog Trailer

16



State	GML	RFS	CML	HML	Notice ¹⁴	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML ¹⁵	PBS – HML	GHMS
Qld	42.50 16G	-	43.50	-	45.00 16N19	✓ 16GE 16NE 16N19E 16N23E	-	48.50 16GPBS	49.50 16CPBS	49.50 16HPBS	45.70 ¹⁶
NSW					48.00 16N 16N19						44.63
Vic			-		45.00 16N19						-
SA					45.00 16N19 48.00 ¹⁷ 16N23						44.63

¹⁴ Mass limits apply for trucks that comply with *National Class 3 Truck and Dog Trailer Mass Exemption Notice 2023 (No.1)* – GHMS concessions do not apply to permit mass limit. Most trucks are engineered to load to the maximum.

¹⁵ To operate as a PBS truck, it must have a Vehicle Approval and comply with the requirements of the *National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2024 (No.2)*. PBS access is limited to the PBS 2A network – PBS 2A HML access is limited to the PBS 2A HML network only.

¹⁶ Steer allowance does not apply to QLD GHMS mass limits.

¹⁷ *South Australia Class 3 23m Truck and Dog Trailer Mass and Dimension Exemption Notice 2025 (No.1)*.

Truck and Dogs:

4 Axle Twin Steer Rigid Truck and 2 Axle Dog Trailer

21


State	GML ¹⁸	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	42.50 21G 21GLS	-	43.50 21C 21CLS	-	-	-	-	-	-	-	45.70
NSW											-
Vic											
SA											GML 44.63 CML 45.68

¹⁸ Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

Truck and Dogs:

4 Axle Twin Steer Rigid Truck and 3 Axle Dog Trailer

22



State	GML ¹⁹	RFS	CML	HML	Notice ²⁰	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML ²¹	PBS – HML	GHMS
Qld	42.50 22G 22GLS	-	43.50 22C 22CLS	-	45.00	-	-	50.00 ²² 22GPBS	54.00 22CPBS	54.00 22HPBS	45.70
NSW					50.00 22N						44.63
Vic					45.00 22N						-
SA											GML 44.63 CML 45.68 HML 47.25

¹⁹ Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

²⁰ Mass limits apply for trucks that comply with *National Class 3 Truck and Dog Trailer Mass Exemption Notice 2023 (No.1)* – GHMS concessions do not apply to permit mass limit. Most trucks are engineered to load to the maximum.

²¹ To operate as a PBS truck, it must have a Vehicle Approval and comply with the requirements of the *National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2024 (No.2)*. PBS access is limited to the PBS 2A network – PBS 2A HML access is limited to the PBS 2A HML network only.

²² 50.00 tonne mass limit applies for PBS Level 1 on PBS 2A network and 53.00 tonne mass limit applies on PBS 2B network.

Truck and Dogs:

4 Axle Tri Drive Rigid Truck and 5 Axle Dog (PBS)

32



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML ²³	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-	63.00 32GPBS	65.00 32CPBS	68.50 32HPBS	-
NSW											
Vic											
SA											

²³ To operate as a PBS truck, it must have a Vehicle Approval and comply with the requirements of the *National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2024 (No.2)*. PBS access is limited to the PBS 2A network in NSW and Victoria – PBS 2A HML access is limited to the PBS 2A HML network only. Qld can operate on 23 metre B double network.

Truck and Dogs:

3 Axle Rigid Truck and 6 Axle Dog Trailer (PBS)²⁴

44



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-	63.00 44GPBS	65.00 44CPBS	68.50 44HPBS	-
NSW											
Vic											
SA											

²⁴ To operate as a PBS truck, it must have a Vehicle Approval and access is possible without an access permit under the National Class 2 Performance Based Standards (Tier 1) Authorisation Notice 2022 (No.1). Some trucks may also have access permits for specific networks such as the B double network.

Truck and Dogs: 4 Axle Twin Steer Rigid Truck and 5 Axle Dog Trailer (PBS)

55


State	GML ²⁵	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML ²⁶	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-	64.00 55GPBS	66.00 55CPBS	67.50 55HPBS	-
NSW											
Vic											
SA											

Can operate under PBS truck and dog notice.

²⁵ Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

²⁶ PBS Level 2 access is granted on B-double routes in NSW and Victoria – HML is permitted on HML routes only with IAP.

Truck and Dogs:

4 Axle Twin Steer Rigid Truck and 6 Axle Dog Trailer (PBS)²⁷

56



State	GML ²⁸	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML ²⁹	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-	67.50 56GPBS	70.00 56CPBS	73.00 56HPBS	-
NSW											
Vic								-	-	-	
SA								67.50 56GPBS	70.00 56CPBS	73.00 56HPBS	

²⁷ To operate as a PBS truck, it must have a Vehicle Approval and have a NHVR Access Permit specifying the network and road access - cannot operate under PBS truck and dog notice.

²⁸ Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

²⁹ Maximum PBS weights are restricted to specific roads and care should be taken to check permit. On B-double roads in NSW and Qld PBC = 66.40 tonnes and PBH = 69.90 tonnes.

Truck and Dogs:

4 Axle Twin Steer Rigid Truck and 4 Axle Dog Trailer³⁰

73



State	GML ³¹	RFS	CML	HML	Notice ³²	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	42.50 73G 73GLS	-	43.50 73C 73CLS	-	50.00 73N	-	-	-	-	-	45.70
NSW								-			-
Vic								62.00 73GPBS			
SA								-			GML 44.63 CML 45.68

³⁰ To operate as a PBS truck, it must have a Vehicle Approval and have a NHVR Access Permit specifying the network and road access - cannot operate under PBS truck and dog notice.

³¹ Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

³² Mass limits apply for trucks that comply with *National Class 3 Truck and Dog Trailer Mass Exemption Notice 2023 (No.1)* – GHMS concessions do not apply to permit mass limit. Most trucks are engineered to load to the maximum.

Truck and Dogs:

3 Axle Rigid Truck and 4 Axle Dog Trailer

76



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML ³³	PBS – HML	GHMS
Qld	42.50 76G	-	43.50 76C	-	50.00 ³⁴	✓	-	56.00 76GPBS	57.50 76CPBS	-	45.70 ³⁷
NSW					76N19	76GE					44.63
Vic					76N20	76CE					44.60
SA					55.50 ³⁵	76N19E					GML 44.63 CML 45.68
					76N23	76N20E					
					57.50 ³⁶	76N20RE					
						76N23E					

³³ To operate as a PBS truck, it must have a Vehicle Approval and comply with the requirements of the *National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2024 (No.2)*. PBS access is limited to the PBS 2A network – PBS 2A HML access is limited to the PBS 2A HML network only.

³⁴ Mass limits apply for trucks that comply with the *National Class 3 Truck and Dog Trailer Mass Exemption Notice 2023 (No.1)* – GHMS concessions do not apply to permit mass limit. It is not reasonably practicable to check lower mass limits due to shorter axle spacings.

³⁵ *South Australia Class 3 23m Truck and Dog Trailer Mass and Dimension Exemption Notice 2025 (No.1)*.

³⁶ Mass Limits apply for trucks that comply with the *National Class 3 20m Long 3-axle Truck and 4-axle Dog Trailer Mass and Dimension Exemption Notice 2024 (No. 1) on the PBS 2A Network only*. It is not reasonably practicable to check lower mass limits due to shorter axle spacings. NHVAS mass is required in NSW and Qld. Victoria requires NHVAS Mass or Road Friendly Suspension. NHVAS Mass is required.

³⁷ Steer allowance does not apply to QLD GHMS mass limits.

Truck and Dogs:

3 Axle Rigid Truck and 5 Axle Dog Trailer (PBS)

87



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML ³⁸	PBS – CML ³⁹	PBS – HML ⁴⁰	GHMS
Qld	-	-	-	-	-	-	-	59.50 87GPBS	61.50 87CPBS	63.00 87HPBS	-
NSW											
Vic											
SA					59.00 ⁴¹ 87N23	✓ 87N23E					

³⁸ To operate as a PBS truck, it must have a Vehicle Approval and comply with the requirements of the *National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2024 (No.2)*. PBS access is limited to the PBS 2A network

³⁹ PBS CML requires NHVAS Mass

⁴⁰ TMA is required in Qld and IAP or TMA is required in NSW. Trucks in Victoria and South Australia require NHVAS only to operate to PBS. PBS 2A HML access is limited to the PBS 2A HML network only.

⁴¹ *South Australia Class 3 23m Truck and Dog Trailer Mass and Dimension Exemption Notice 2025 (No.1)*

Truck and Dogs:

3 Axle Rigid and 2 Axle Dolly and 4 Axle Trailer (PBS)

102


State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-	-			-
NSW											
Vic ⁴²								59.50 102GPBS	61.50 102CPBS	67.50 102HPBS	
SA								-			

⁴² Truck has maximum 63.0 tonne mass limit on the PBS 2A network only with vehicle approval and access permit

Truck and Dogs:

Twin steer 5 Axle Rigid and 3 Axle Dog (PBS)

106


State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld	-	-	-	-	-	-	-	-	-	-	-	
NSW	50.00 ⁴³ 106G							56.60 ⁴⁴ 106GPBS	58.00 ⁴⁵ 106CPBS	59.50 ⁴⁶ 106HPBS		
Vic	-							-	-	-		-
SA												

⁴³ The vehicle is permitted to operate at General Mass Limits (GML) 50.0 tonnes Gross Combination Mass on all state controlled roads approved under 'PBS Level 1 GML and CML Network' in New South Wales.

⁴⁴ The vehicle is permitted to operate at General Mass Limits (GML) 56.5 tonnes Gross Combination Mass on all state controlled roads approved under 'PBS Level 2A GML and CML Network' in New South Wales.

⁴⁵ The vehicle is permitted to operate at Concessional Mass Limits (CML) 58.0 tonnes Gross Combination Mass on all state controlled roads approved under 'PBS Level 2A GML and CML Network' in New South Wales.

⁴⁶ The vehicle is permitted to operate at Higher Mass Limits (HML) 59.5 tonnes Gross Combination Mass on all state controlled roads approved under 'PBS Level 2A HML Network' in New South Wales.

Truck and Dogs:

4 Axle Tri Drive Rigid Truck and 4 Axle Dog (PBS)

107



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML ⁴⁷	PBS – CML	PBS – HML	GHMS
Qld	-	-	-	-	50.50 107N	✓ 107NE	-	59.50 107GPBS	61.50 107CPBS	63.00 107HPBS	-
NSW											
Vic											
SA											

⁴⁷ To operate as a PBS truck, it must have a Vehicle Approval and comply with the requirements of the *National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2024 (No.2)*. PBS access is limited to the PBS 2A network – PBS 2A HML access is limited to the PBS 2A HML network only.

Truck and Dogs:

3 Axle Rigid Truck and 6 Axle Trailer and 4 Axle Dog (PBS)

113



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML ⁴⁸	PBS – CML	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-	-	-	-	-
NSW											
Vic											
SA											

⁴⁸ To operate as a PBS truck, it must have a Vehicle Approval and comply with the requirements of the *National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2024 (No.2)*. PBS access is limited to the PBS 2A network – PBS 2A HML access is limited to the PBS 2A HML network only.

Truck and Dogs:

3 Axle Rigid Truck and 6 Axle Trailer and 5 Axle Dog (PBS)

114


State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld	-	-	-	-	-	-	-	-	105.00 ⁴⁹	-	-	
NSW								-	98.80 ⁵⁰ 114CPBS	-		
Vic								-				
SA												

⁴⁹ Truck can operate at limited mass on the Qld type 1 road train network with access permit.

⁵⁰ CML The vehicle is permitted to operate at Concessional Mass Limits (CML) 98.8 tonnes Gross Combination Mass on all state controlled roads approved under 'PBS Level 3A GML and CML Network' in New South Wales with access permit.

4.3 Truck and Pig Trailers

5		2 Axle Rigid Truck and 2 Axle Pig Trailer
6		2 Axle Rigid Truck and 3 Axle Pig Trailer
13		3 Axle Rigid Truck and 2 Axle Pig Trailer
14		3 Axle Rigid Truck and 3 Axle Pig Trailer
19		4 Axle Twin Steer Rigid Truck and 2 Axle Pig Trailer
20		4 Axle Twin Steer Rigid Truck and 3 Axle Pig Trailer
35		4 Axle Twin Steer Rigid Truck and 1 Axle Pig Trailer
84		3 Axle Rigid Truck and 1 Axle Pig Trailer
86		2 Axle Rigid Truck and 1 Axle Pig Trailer

Truck and Pig Trailers:

2 Axle Rigid Truck and 2 Axle Pig Trailer

5



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	30.00 5G	-	-	-	-	✓ 5GE	-		-		32.25 ⁵¹
NSW											-
Vic											
SA											

⁵¹ Steer allowance does not apply to QLD GHMS mass limits.

Truck and Pig Trailers:

2 Axle Rigid Truck and 3 Axle Pig Trailer

6



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	30.00 6G	-	-	-	-	✓ 6GE	-		-		32.25 ⁵²
NSW	33.00 6G										-
Vic	30.00 6G										
SA											

⁵² Steer allowance does not apply to QLD GHMS mass limits.

Truck and Pig Trailers:

3 Axle Rigid Truck and 2 Axle Pig Trailer

13



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	37.50 ⁵³ 13G	-	-	-	-	✓ 13GE	-		-		40.30 ⁵⁴
NSW											-
Vic											
SA											

⁵³ Single tyres on pig trailer maximum weight of 31.0mt.

⁵⁴ Steer allowance does not apply to QLD GHMS mass limits.

Truck and Pig Trailers:

3 Axle Rigid Truck and 3 Axle Pig Trailer

14



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	40.50 14G	-	-	-	-	✓ 14GE	-		-		43.54 ⁵⁵
NSW											-
Vic											
SA											

⁵⁵ Steer allowance does not apply to QLD GHMS mass limits.

Truck and Pig Trailers:

4 Axle Twin Steer Rigid Truck and 2 Axle Pig Trailer

19



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	42.50 ⁵⁶ 19G 19GLS	-	-	-	-	-	-		-		45.70
NSW											-
Vic											
SA											

⁵⁶ Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

Truck and Pig Trailers:

4 Axle Twin Steer Rigid Truck and 3 Axle Pig Trailer

20



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	42.50 ⁵⁷ 20G 20GLS	-	-	-	-	-	-				45.70
NSW											-
Vic											
SA											

⁵⁷ Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

Truck and Pig Trailers:

4 Axle Twin Steer Rigid Truck and 1 Axle Dog Trailer

35



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	36.00 ⁵⁸ 35G 35GLS	-	-	-	-	-	-		-		38.70
NSW											-
Vic											
SA											

⁵⁸ Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

Truck and Pig Trailers:

3 Axle Rigid Truck and 1 Axle Pig Trailer

84



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	31.00 84G	-	-	-	-	✓ 84GE	-		-		33.30 ⁵⁹
NSW											-
Vic											
SA											

⁵⁹ Steer allowance does not apply to QLD GHMS mass limits.

Truck and Pig Trailers:

2 Axle Rigid Truck and 1 Axle Pig Trailer

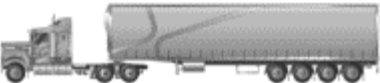
86



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	23.50 86G	-	-	-	-	✓ 86GE	-		-		25.26 ⁶⁰
NSW											-
Vic											
SA											

⁶⁰ Steer allowance does not apply to QLD GHMS mass limits.

4.4 Semitrailers

2		3 Axle Semitrailer
3		4 Axle Semitrailer
4		5 Axle Semitrailer
10		4 Axle Semitrailer
11		5 Axle Semitrailer
12		6 Axle Semitrailer
33		4 Axle Prime Mover and 4 Axle Semitrailer (PBS)
34		3 Axle Prime Mover and 4 Axle Semitrailer (PBS)
45		7 Axle Twin Steer Semitrailer
57		4 Axle Twin Steer Prime Mover and 2 Axle Semitrailer (PBS)
11		3 Axle Prime Mover and 3 Axle (1 2) Group Trailer

Semitrailers:

3 Axle Semitrailer

2



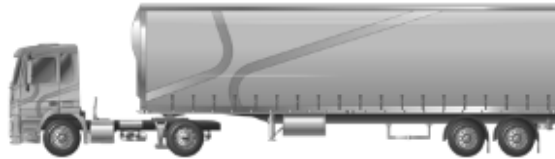
State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	24.00 2G	-	-	-	-	✓ 2GE	-		-		25.80 ⁶¹
NSW		-									-
Vic		26.00 2RFS									27.30 2GHMS 2GHMSE
SA		-									25.20

⁶¹ Steer allowance does not apply to QLD GHMS mass limits.

Semitrailers:

3

4 Axle Semitrailer



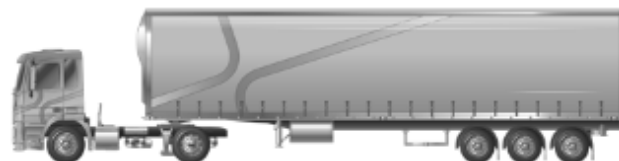
State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	31.50 3G	-	32.50 3C	-	-	✓ 3GE 3CE 3HE	-		-		33.90 ⁶²
NSW		-	32.00 3C	-							32.00
Vic		32.50 3RFS		33.00 3H							34.10 3GHMS 3GHMSE
SA		-		32.00 3H							GML 33.08 CML 33.60 HML 33.60

⁶² Steer allowance does not apply to QLD GHMS mass limits.

Semitrailers:

5 Axle Semitrailer

4



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	35.00 4G	-	36.00	37.50	-	✓ 4GE 4CE 4HE	-		-		37.63 ⁶³
NSW			4C	4H							36.63
Vic		36.00	37.00	38.50							37.80 4GHMS 4GHMSE
SA		-	36.00	37.50							GML 36.75 CML 37.80 HML 39.38
		4RFS	4C	4H							

⁶³ Steer allowance does not apply to QLD GHMS mass limits.

Semitrailers:

4 Axle Semitrailer

10



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	31.50 10G	-	32.50 10C	-	-	✓ 10GE 10CE	✓ ⁶⁴ 10GES 10CES		-		33.86 ⁶⁵
NSW											-
Vic		33.00 10RFS	33.00 10C								
SA		-	32.00 10C				✓ ⁶⁶ 10GES 10CES				GML 33.08 CML 33.60

⁶⁴ Applies on the B-double network or greater only

⁶⁵ Steer allowance does not apply to QLD GHMS mass limits.

⁶⁶ Applies on the PBS 1A network or greater only

Semitrailers:

5 Axle Semitrailer

11



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	39.00 11G	-	40.00 11C	-	-	✓ 11GE 11CE 11HE	✓ ⁶⁷ 11GES 11CES 11HES	-	-	-	41.93 ⁶⁸
NSW		-					11GES 11CES 11HES				40.00
Vic		40.00 11RFS					11GES 11CES 11HES				41.00 11GHMS 11GHMSE
SA		-		40.00 11H			✓ ⁶⁹ 11GES 11CES 11HES				GML 40.95 CML 42.00 HML 42.00

⁶⁷ Applies on the B-double network or greater only

⁶⁸ Steer allowance does not apply to QLD GHMS mass limits.

⁶⁹ Applies on the PBS 1A network or greater only

Semitrailers:

6 Axle Semitrailer

12



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	42.50 12G	-	43.50 12C	45.50 12H	-	✓ 12GE 12CE 12HE	✓ ⁷⁰ 12GES 12CES 12HES	-	-	-	45.70 ⁷¹
NSW		-					12GES 12CES 12HES				44.63 ⁷²
Vic		43.00 12RFS					12GES 12CES 12HES				44.60 12GHMS 12GHMSE
SA		-					✓ ⁷³ 12GES 12CES 12HES				GML 44.63 CML 45.68 HML 47.78

⁷⁰ Applies on the B-double network or greater only

⁷¹ Steer allowance does not apply to QLD GHMS mass limits.

⁷² Trucks with NHVAS Mass get an additional 0.2 tonnes.

⁷³ Applies on the PBS 1A network or greater only

Semitrailers:

4 Axle Prime Mover and 4 Axle Semitrailer (PBS)

33



State	GML ⁷⁴	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	42.50 ⁷⁵ 33G 33GLS	-	-	-	-	33GE	-	47.50 33GPBS	48.50 33CPBS	55.00 ⁷⁶ 33HPBS	-
NSW											
Vic											
SA											44.63

⁷⁴ Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

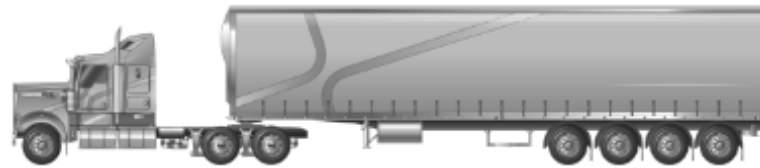
⁷⁵ A quad-axle semitrailer combination with a quad-axle group mass that does not exceed 20 tonnes is eligible for General Access, provided it complies dimensionally with the Heavy Vehicle (Mass, Dimension and Loading) National Regulation – length 19 m, width 2.5 m, height 4.3 m and mass 42.5 tonnes. For more information see NHVR publication [PBS combinations fitted with quad-axle groups, June 2017](#).

⁷⁶ PBS Vehicle Approval required. Lower mass limit (i.e. 50.0t) may apply depending on NHVR Access Permit.

Semitrailers:

3 Axle Prime Mover and 4 Axle Trailer (PBS)

34



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	42.50 ⁷⁷ 34G	-	-	-	-	✓ 34GE	✓ ⁷⁸ 34GES	43.00 34GPBS	44.00 ⁷⁹ 34CPBS	50.50 ⁸⁰ 34HPBS	-
NSW											
Vic											
SA							✓ ⁸² 34GES		44.00 ⁸³ 34CPBS	44.63	

⁷⁷ A quad-axle semitrailer combination with a quad-axle group mass that does not exceed 20 tonnes is eligible for General Access, provided it complies dimensionally with the Heavy Vehicle (Mass, Dimension and Loading) National Regulation – length 19 m, width 2.5 m, height 4.3 m and mass 42.5 tonnes. For more information see NHVR publication [PBS combinations fitted with quad-axle groups, June 2017](#).

⁷⁸ Applies on the B-double network or greater only

⁷⁹ PBS Vehicle Approval required. Access granted examples with NHVR Access Permit on the NSW PBS 1A network.

⁸⁰ PBS Vehicle Approval required. Access granted examples with NHVR Access Permit on the NSW PBS 1A HML network, or on specific roads. Lower mass limit of 46.0t may apply depending on NHVR Access Permit.

⁸¹ PBS Vehicle Approval required. Check access permit for wording that vehicle is permitted to operate at 46.0 tonnes Gross Combination Mass on the PBS Quad Semi Trailer Network in Victoria.

⁸² PBS Vehicle Approval required. Applies on the PBS 1A network or greater only

⁸³ PBS Vehicle Approval required. Access granted examples with NHVR Access Permit on the NSW PBS 1A network.

Semitrailers:

7 Axle Twin Steer Semitrailer

45



State	GML ⁸⁴	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	46.00 45G 45GLS	-	46.00 45C 45CLS	49.50 45H 45HLS	-	-	-	-	-	-	49.98
NSW											-
Vic											
SA			-	-							48.83

⁸⁴ To load to the maximum gross weight, care must be taken to not exceed the axle / axle group mass limits. GML for axle groups: Twin Steer 11.0t (load sharing suspension required); tandem drive 16.5t; tri-axle semitrailer 20.0t. For more information see NHVR Information Sheet [Mass limits for twin steer prime movers towing tri-axle semitrailers](#). Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit – refer [Twin Steer Truck Road Friendly Suspension](#) section.

Semitrailers:

4 Axle Twin Steer Prime Mover with 2 Axle Semitrailer

57



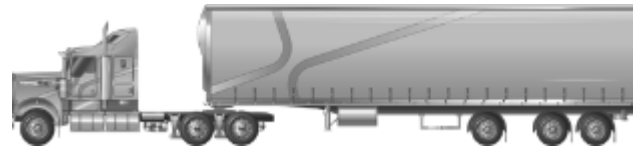
State	GML ⁸⁵	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld	42.50	-	43.50	-	-	-	-	-	-	-	45.70	
NSW	39.00 57G 57GLS		40.00								-	
Vic			57C 57CLS									-
SA			57C 57CLS									

⁸⁵ Subtract one tonne from the mass limit for non-load sharing combinations.

Semitrailers:

3 Axle Prime Mover and 3 Axle (1 2) Group Trailer⁸⁶

112



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld											
NSW											
Vic											
SA											

⁸⁶ Access is extremely limited, and truck must have a PBS Vehicle Approval and Access Permit

4.5 B-doubles

29	
58	
68	
83	
85	
92	
101	

8 Axle B-double

Tri-Quad B-double (PBS)

9 Axle B-double

7 Axle B-double

Twin Steer 10 Axle B-double

8 Axle B-double

3 Axle Prime Mover and 3 Axle A Trailer and 4 Axle B Trailer

B-doubles:

8 Axle B-double

29



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	59.00 29G	59.50 29RFS	61.00 29C	62.50 29H	-	✓ 29GE 29CE 29HE	✓ ⁸⁷	-	-	-	63.43 ⁸⁸
NSW							✓ ⁸⁹ 29GES 29CES 29HES				-
Vic							✓ ⁹⁰ 29GES 29CES 29HES				
SA							✓ ⁹¹ 29GES 29CES 29HES				GML 61.95 CML 64.05 HML 65.63

⁸⁷ Queensland 25/26 metre B-double Network

⁸⁸ Steer allowance does not apply to QLD GHMS mass limits.

⁸⁹ New South Wales GML Type 1 A-double Network

⁹⁰ Victoria Road Train Network – note this is northern Victoria only and not the HPFV network

⁹¹ South Australia 26m B-double (GML) Network

B-doubles:

Tri-Quad B-double (PBS)

58



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-	62.50	65.00 ⁹²	68.50 ⁹³	-
NSW								63.00 58GPBS	65.00 ⁹⁴ 58CPBS	68.50 ⁹⁵ 58HPBS	
Vic								-	-	-	
SA								-	-	-	

⁹² QLM1 Access: Vehicle Permitted to operate on B-double Routes.

⁹³ QLM2 Access: Vehicle Permitted to operate on B-double HML Routes.

⁹⁴ QLM1 Access: Vehicle permitted to operate on all state controlled roads approved under the 'PBS Level 2A GML and CML Network in NSW.

⁹⁵ QLM2 Access: Vehicle permitted to operate on all state controlled roads approved under the 'PBS Level 2A GML and CML HML Network in NSW.

B-doubles:

9 Axle B-double

68



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	62.50 68G	-	64.50 68C	68.00 68H	-	✓ 68GE 68CE 68HE	✓ ⁹⁶	-	-	-	67.19 ⁹⁷
NSW							✓ ⁹⁸ 68GES 68CES 68HES				65.63 ⁹⁹
Vic		63.00 68RFS					✓ ¹⁰⁰ 68GES 68CES 68HES				65.60 68GHMS 68GHMSE
SA		-					✓ ¹⁰¹ 68GES 68CES 68HES				GML 65.63 CML 67.73 HML 71.40

⁹⁶ Queensland 25/26 metre B-double Network

⁹⁷ Steer allowance does not apply to QLD GHMS mass limits.

⁹⁸ New South Wales GML Type 1 A-double Network

⁹⁹ Trucks with NHVAS Mass get an additional 0.8 tonnes

¹⁰⁰ Victoria Road Train Network – note this is northern Victoria only and not the HPFV network

¹⁰¹ South Australia 26m B-double (GML) Network

B-doubles:

7 Axle B-double

83



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS ¹⁰²
Qld	55.50 83G	-	57.00 83C		50.0 ¹⁰³ 83N	✓ 83GE 83CE 83HE	✓ ¹⁰⁴	-			59.66 ¹⁰⁵
NSW							✓ ¹⁰⁶ 83GES 83CES 83HES				57.00
Vic		57.00 83RFS					✓ ¹⁰⁷ 83GES 83CES 83HES				58.30 83GHMS 83GHMSE 83NGHMS 83NGHMSE
SA		-		57.00 83H			✓ ¹⁰⁸ 83GES 83CES 83HES				GML 58.28 CML 59.85 HML 59.85

¹⁰² On routes with no B-double access, GHMS mass limits are as follows: Qld = 53.70t; NSW and Vic = 52.50t.

¹⁰³ On general access (non B-double) routes GML = 50.00t and CML = 51.00t.

¹⁰⁴ Queensland 25/26 metre B-double Network

¹⁰⁵ Steer allowance does not apply to QLD GHMS mass limits.

¹⁰⁶ New South Wales GML Type 1 A-double Network

¹⁰⁷ Victoria Road Train Network – note this is northern Victoria only and not the HPFV network

¹⁰⁸ South Australia 26m B-double (GML) Network

B-doubles:

Twin Steer 10 Axle B-double

85



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	62.50 85G 85GLS	-	64.50 85C 85CLS	68.00 85H 85HLS	-	-	-	-	-	-	67.18
NSW											-
Vic											
SA											

GML 65.63
CML 67.73
HML 71.40

B-doubles:

8 Axle B-double¹⁰⁹

92



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	59.00 92G	-	61.00 92C	62.50 92H	-	✓ 92GE 92CE 92HE	✓ ¹¹⁰	-	-	-	63.43 ¹¹¹
NSW							✓ ¹¹² 92GES 92CES 92HES				-
Vic		59.50 92RFS					✓ ¹¹³ 92GES 92CES 92HES				
SA		-					✓ ¹¹⁴ 92GES 92CES 92HES				GML 61.95 CML 64.05 HML 65.63

¹⁰⁹ The first and second trailers are interchangeable.

¹¹⁰ Queensland 25/26 metre B-double Network

¹¹¹ Steer allowance does not apply to QLD GHMS mass limits.

¹¹² New South Wales GML Type 1 A-double Network

¹¹³ Victoria Road Train Network – note this is northern Victoria only and not the HPFV network

¹¹⁴ South Australia 26m B-double (GML) Network

B-doubles:

3 Axle Prime Mover and 3 Axle A Trailer and 4 Axle B Trailer
(PBS)¹¹⁵

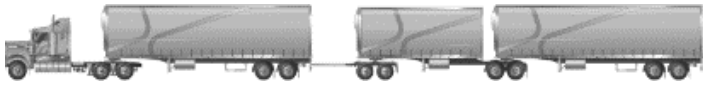
101



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld											
NSW											
Vic											
SA											

¹¹⁵ No PBS access permits are known to exist with grain trucks. A quad axle group is excluded under the National B-double Notice: Conditions – Quad axle group restriction: An eligible vehicle operating under this Schedule may not have a quad axle group on any its components when operating on a State controlled road.

4.6 AB-triples

60		11 Axle AB-triple
64		12 Axle AB-triple Road Train and 3 Axle Dolly
66		13 Axle AB-triple Road Train and 3 Axle Dolly
70		13 Axle AB-triple Road Train and 2 Axle Dolly
71		13 Axle AB-triple Road Train and 3 Axle Dolly
88		14 Axle AB-triple Road Train and 2 Axle Dolly
93		13 Axle AB-triple Road Train and 2 Axle Dolly
95		12 Axle AB-triple Road Train and 2 Axle Dolly
96		15 Axle AB-triple Road Train and 3 Axle Dolly
98		14 Axle AB-triple Road Train and 3 Axle Dolly

AB-triples:

11 Axle AB-triple

60



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	88.50 60G	-	91.50	-	-	✓ 60GE 60CE	✓ 60GES 60CES	-	-	-	95.14 116
NSW			90.50 60C								
Vic	-		-			-	-				-
SA ¹¹⁷	88.50 60G		90.50 60C			✓ 60GE 60CE	✓ 60GES 60CES				GML 92.93 CML 95.03

¹¹⁶ Steer allowance does not apply to QLD GHMS mass limits.

¹¹⁷ NHVR Access Permit required to operate in South Australia.

AB-triples:

12 Axle AB-triple Road Train and 3 Axle Dolly

64



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	92.00 64G	-	95.00 ¹¹⁸	96.50 64H	-	✓ 64GE 64CE 64HE	✓ 64GES 64CES 64HES	-	-	-	98.90 ¹¹⁹
NSW			94.00 64C								-
Vic ¹²⁰	-		-	-		-	-				-
SA ¹²¹	92.00 64G		94.00 64C	96.50 64H		✓ 64GE 64CE 64HE	✓ 64GES 64CES 64HES				GML 96.60 CML 98.70 HML 101.33

¹¹⁸ CML AB-triples in Qld get another 1.0 tonne.

¹¹⁹ Steer allowance does not apply to QLD GHMS mass limits.

¹²⁰ NHVR Access Permit required to operate in Victoria.

¹²¹ NHVR Access Permit required to operate in South Australia.

AB-triples:

13 Axle AB-triple Road Train and 3 Axle Dolly¹²²

66



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	95.50 66G	-	98.50 ₁₂₃	102.00 66H	-	✓ 66GE 66CE 66HE	✓ 66GES 66CES 66HES	-	-	-	102.66 ₁₂₄
NSW			97.50 66C								-
Vic ¹²⁵	-		-	-		-	-				-
SA ¹²⁶	95.50 66G		97.50 66C	102.00 66H		✓ 66GE 66CE 66HE	✓ 66GES 66CES 66HES				GML 100.28 CML 102.38 HML 107.10

¹²² OK to swap the tandem/tri trailers to have the same mass limits.

¹²³ CML AB-triples in Qld get another 1.0 tonne.

¹²⁴ Steer allowance does not apply to QLD GHMS mass limits.

¹²⁵ NHVR Access Permit required to operate in Victoria.

¹²⁶ NHVR Access Permit required to operate in South Australia.

AB-triples:

13 Axle AB-triple Road Train and 2 Axle Dolly¹²⁷

70



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	95.50 70G	-	98.50 ₁₂₈	102.00 70H	-	✓ 70GE 70CE 70HE	✓ 70GES 70CES 70HES	-	-	-	102.66 ₁₂₉
NSW			97.50 70C								-
Vic ¹³⁰	-		-	-		-	-				-
SA ¹³¹	95.50 70G		97.50 70C	102.00 70H		✓ 70GE 70CE 70HE	✓ 70GES 70CES 70HES				GML 100.28 CML 102.38 HML 107.10

¹²⁷ Permitted to swap the tandem/tri trailers to have the same mass limits.¹²⁸ CML AB-triples in Qld get another 1.0 tonne.¹²⁹ Steer allowance does not apply to QLD GHMS mass limits¹³⁰ NHVR Access Permit required to operate in Victoria.¹³¹ NHVR Access Permit required to operate in South Australia.

AB-triples:

13 Axle AB-triple Road Train and 3 Axle Dolly

71



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	95.50 71G	-	98.50 ¹³²	102.00	-	✓ 71GE 71CE 71HE	✓ 71GES 71CES 71HES	-	-	-	102.66 ¹³³
NSW			97.50 71G	100.50 ¹³⁴ 71H							-
Vic			-	-		-	-				
SA ¹³⁵	95.50 71G		97.50 71C	100.50 71H		✓ 71GE 71CE 71HE	✓ 71GES 71CES 71HES				GML 100.28 CML 102.38 HML 107.10

¹³² CML AB-triples in Qld get another 1.0 tonne.

¹³³ Steer allowance does not apply to QLD GHMS mass limits.

¹³⁴ HML is reduced under a Class 2 permit issued by the NHVR.

¹³⁵ NHVR Access Permit required to operate in South Australia.

AB-triples:

14 Axle AB-triple Road Train and 2 Axle Dolly

88



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer ¹³⁶	PBS – GML	PBS – CML	PBS – HML	GHMS							
Qld	99.00 88G	-	102.00 ¹³⁷	107.50 88H	-	✓ 88GE 88CE 88HE	✓ 88GES 88CES 88HES		-		106.43 ¹³⁸							
NSW			101.00 88C								104.00							
Vic ¹³⁹											-							
SA ¹⁴⁰											GML 103.95 CML 106.05 HML 112.88							

¹³⁶ Currently restricted to max GMC of 108.00 tonnes in South Australia

¹³⁷ CML AB-triples in Qld get another 1.0 tonne because GML is heavier than 80 tonnes.

¹³⁸ Steer allowance does not apply to QLD GHMS mass limits.

¹³⁹ NHVR Access Permit required to operate in Victoria

¹⁴⁰ Access permitted on PBS 3A Network under the National Class 2 Authorisation Notice 2025 (No.1).

AB-triples:

13 Axle AB-triple Road Train and 2 Axle Dolly¹⁴¹

93



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	95.50 93G	-	98.50 ¹⁴²	102.00 93H	-	✓ 93GE 93CE 93HE	✓ 93GES 93CES 93HES	-	-	-	102.66 ¹⁴³
NSW			97.50 93C								-
Vic	-		-	-		-	-				-
SA ¹⁴⁴	95.50 93G		97.50 93C	102.00 93H		✓ 93GE 93CE 93HE	✓ 93GES 93CES 93HES				GML 100.28 CML 102.38 HML 107.10

¹⁴¹ All trailers are interchangeable - axles on the dolly cannot be changed

¹⁴² CML AB-triples in Qld get another 1.0 tonne.

¹⁴³ Steer allowance does not apply to QLD GHMS mass limits.

¹⁴⁴ NHVR Access Permit required to operate in South Australia.

AB-triples:

12 Axle AB-triple and 2 Axle Dolly¹⁴⁵

95



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	92.00 95G	-	95.00 ¹⁴⁶	96.50 95H	-	✓ 95GE 95CE 95HE	✓ 95GES 95CES 95HES	-	-	-	98.90 ¹⁴⁷
NSW			94.00 95C								-
Vic	-		-	-		-	-				-
SA ¹⁴⁸	92.00 95G		94.00 95C	96.50 95H		✓ 95GE 95CE 95HE	✓ 95GES 95CES 95HES				GML 96.60 CML 98.70 HML 101.33

¹⁴⁵ Permitted to swap the tandem/tri trailers to have the same mass limits.

¹⁴⁶ CML AB-triples in Qld get another 1.0 tonne.

¹⁴⁷ Steer allowance does not apply to QLD GHMS mass limits.

¹⁴⁸ NHVR Access Permit required to operate in South Australia.

AB-triples:

15 Axle AB-triple Road Train and 3 Axle Dolly

96



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	102.50 96G	-	105.50 ¹⁴⁹	113.00 96H	-	✓ 96GE 96CE 96HE	✓ 96GES 96CES 96HES	-			110.18 ¹⁵⁰
NSW			104.50 96C								107.63
Vic ¹⁵¹	-		-	-		-	-	103.00 96GPBS	105.00 96CPBS	113.50 96HPBS	-
SA ¹⁵²	102.50 96G		104.50 96C	113.00 ¹⁵³ 96H		✓ 96GE 96CE	✓ 96GES 96CES				GML 107.63 CML 109.73 HML 118.65

¹⁴⁹ CML AB-triples in Qld get another 1.0 tonne because GML is heavier than 80 tonnes.

¹⁵⁰ Steer allowance does not apply to QLD GHMS mass limits.

¹⁵¹ Can operate in Victoria on the PBS 3A network. For further detail on permits required, see 3.11.2 National Class 2 Performance Based Standards (High Productivity) Authorisation Notice Victoria

¹⁵² Access permitted on PBS 3A Network under the National Class 2 Authorisation Notice 2025 (No.1)

¹⁵³ GCM of prime mover restricted to max 110.00t.

						96HE	96HES		
--	--	--	--	--	--	------	-------	--	--

AB-triples:

14 Axle AB-triple¹⁵⁴

98



¹⁵⁴ Permitted to swap the tandem/tri trailers to have the same mass limits.

State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	99.00 98G	-	102.00	107.50 98H	-	✓ 98GE 98CE 98HE	✓ 98GES 98CES 98HES	-	-	-	106.43 ¹⁵⁵
NSW			101.00 98C								-
Vic	-		-	-		-	-				-
SA¹⁵⁶	99.00 98G		101.00 98C	107.50 98H		✓ 98GE 98CE 98HE	✓ 98GES 98CES 98HES				GML 103.95 CML 106.05 HML 112.88

¹⁵⁵ Steer allowance does not apply to QLD GHMS mass limits.

¹⁵⁶ NHVR Access Permit required to operate in South Australia.

4.7 Type 1 Road Trains

24		3 Axle Prime Mover and 2 Axle Trailer and 2 Axle Dog Trailer and 2 Axle Trailer
25		5 Axle Prime Mover and 2 Axle Dolly and 3 Axle Trailer (Road Train)
27		6 Axle Prime Mover and 2 Axle Dolly and 2 Axle Trailer
28		11 Axle Road Train
31		11 Axle Road Train
62		3 Axle Rigid and 3 Axle Dolly and 3 Axle Trailer (PBS)
77		6 Axle Semitrailer and 1 Axle Dolly and 1 Axle Trailer
79		9 Axle Road Train (Type 1)
81		10 Axle Road Train (Type 1)
91		12 Axle Road Train
100		3 Axle Rigid and 3 Axle Dolly and 3 Axle A Trailer and 3 Axle B Trailer (PBS)

109



3 Axle Prime Mover and 3 Axle (1 2) Group Trailer and 3 Axle Dolly and 3 Axle (1 2) Group Trailer (PBS)

111



3 Axle Prime Mover and 3 Axle (1 2) Group Trailer and 2 Axle Dolly and 3 Axle (1 2) Group Trailer (PBS)

Type 1 Road Trains:

3 Axle Prime Mover and 2 Axle Trailer and 2 Axle Dolly and 2 Axle Trailer

24



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	72.00 24G	-	74.00 24C	74.00 24H	-	✓ 24GE 24CE 24HE	✓ 24GE 24CE 24HE	-	68.06	74.5 ¹⁵⁷	77.40 ₁₅₈
NSW									68.15 ₁₅₉ 24CPBS	74.5 ¹⁶⁰ 24HPBS	-
Vic	-		-	-		-	-	66.06 ₁₆₁ 24GPBS	68.06 24CPBS	74.5 24HPBS	
SA	72.00 24G		74.00 24C	74.00 24H		✓ 24GE 24CE 24HE	✓ 24GES 24CES 24HES	-	-	-	GML 75.60 CML 77.70

¹⁵⁷ PBS Road Train operate to HML between GrainCorp Fisherman Islands and Type 1 Road Train Network in Toowoomba.

¹⁵⁸ Steer allowance does not apply to QLD GHMS mass limits.

¹⁵⁹ With VA, can operate on PBS 2B network via National Class 2 Performance Based Standards (High Productivity) Authorisation Notice – see 3.11.1

¹⁶⁰ With VA, can operate on PBS 2B network via National Class 2 Performance Based Standards (High Productivity) Authorisation Notice – see 3.11.1

¹⁶¹ PBS Road train can operate to 66.06t with permit on B-double routes – HML weights are extremely limited and care must be taken.

Type 1 Road Trains:

3 Axle Prime Mover and 2 Axle Trailer and 2 Axle Dolly and 3 Axle Trailer (Road train)

25



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	75.50 25G	-	77.50 25C	79.50 25H	-	✓ 25GE 25CE 25HE	✓ 25GES 25CES 25HES	-	-	-	81.16 ¹⁶²
NSW						25GE 25CE 25HE	25GES 25CES 25HES				-
Vic	-		-	-		25GE 25CE 25HE	25GES 25CES 25HES				-
SA	75.50 25G		77.50 25C	79.50 25H		✓ 25GE 25CE 25HE	✓ 25GES 25CES 25HES				GML 79.28 CML 81.38 HML 83.48

¹⁶² Steer allowance does not apply to QLD GHMS mass limits.

Type 1 Road Trains:

3 Axle Prime Mover and 3 Axle Trailer and 2 Axle Dolly and 2 Axle Trailer

27



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML ¹⁶³	PBS – CML ¹⁶⁴	PBS – HML	GHMS
Qld	75.50 27G	-	77.50 27C	79.50 27H	-	✓ 27GE 27CE 27HE	✓ 27GES 27CES 27HES	76.00	78.00	-	81.16 ¹⁶⁵
NSW											-
Vic	-		-	-		-	-				
SA	75.50 27G		77.50 27C	79.50 27H		✓ 27GE 27CE 27HE	✓ 27GES 27CES 27HES				GML 79.28 CML 81.38 HML 83.48

¹⁶³ NHVR Vehicle Approval and Access Permit is required to deliver to Gladstone, Mackay and Pinkenba ports

¹⁶⁴ Above permits and NVHAS mass is required

¹⁶⁵ Steer allowance does not apply to QLD GHMS mass limits.

Type 1 Road Trains:

11 Axle Road Train

28



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	79.00 28G	-	81.00 28C	85.00 28H	-	✓ 28GE 28CE 28HE	✓ 28GES 28CES 28HES	-	-	85.50 ¹⁶⁶	84.93 ¹⁶⁷
NSW										85.50 ¹⁶⁸ 28HPBS	83.00
Vic ¹⁶⁹										85.50 ¹⁷⁰ 28HPBS	-
SA										-	GML 82.95 CML 85.05 HML 89.25

¹⁶⁶ Trucks are permitted to operate between Toowoomba and Port of Brisbane as PBS trucks - see 3.10 Queensland Performance Based Standards A-Doubles East of the Great Dividing Range

¹⁶⁷ Steer allowance does not apply to QLD GHMS mass limits.

¹⁶⁸ With VA, can operate on PBS 2B network via National Class 2 Performance Based Standards (High Productivity) Authorisation Notice – see 3.11.1

¹⁶⁹ Take care with these combinations operating under general access because NHVR access permit is required to operate on network in Northern Victoria only – refer [Victoria Road Trains \(Non PBS\)](#).

¹⁷⁰ With VA, can operate on PBS 2B network via National Class 2 Performance Based Standards (High Productivity) Authorisation Notice – see 3.11.2

Type 1 Road Trains:

11 Axle Road Train

31



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	79.00 31G	-	81.00 31C	85.00 31C	-	✓ 31GE 31CE 31HE	✓ 31GES 31CES 31HES	-	-	-	84.93 ¹⁷¹
NSW											83.00
Vic	-		-	-		-	-		72.70 ¹⁷² 31CPBS	76.70 31HPBS	-
SA	79.00 31G		81.00 31C	85.00 31H		✓ 31GE 31CE 31HE	✓ 31GES 31CES 31HES		-	-	GML 82.95 CML 85.05 HML 89.25

3 Axle Prime Mover and 2 Axle Semitrailer and 3 Axle Dolly and 3 Axle Semitrailer.

¹⁷¹ Steer allowance does not apply to QLD GHMS mass limits.

¹⁷² In Victoria, NHVR Access Permit required on pre-approved network, trucks can also operate on the PBS 2A network with CML at 72.7t and PBS 2A HML network at 76.7t.

Type 1 Road Trains:

3 Axle Rigid and 3 Axle Dolly and 3 Axle Trailer (PBS)¹⁷³

62



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld ¹⁷⁴	-	-	-	-	-	-	-	62.50	63.00	68.50	-	
NSW ¹⁷⁵								62GPBS	62CPBS	62HPBS		
Vic								-				
SA												

¹⁷³ 3 axle trailer can be swapped with a 3 axle A trailer from a B double.

¹⁷⁴ Truck can operate on the B double network, or PBS HML on the PBS HML Network.

¹⁷⁵ Truck can operate on the PBS 2A network, or PBS HML on the PBS 2A HML Network.

Type 1 Road Trains:

6 Axle Semitrailer and 1 Axle Dolly and 1 Axle Trailer

77



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	60.50 77G	-	62.00 77C	63.50 77H	-	✓ 77GE 77CE 77HE	✓ 77GE 77CE 77HE				65.04 ¹⁷⁶
NSW											-
Vic	-		-	-		-	-				-
SA	60.50 77G		62.00 77C	63.50 77H		✓ 77GE 77CE 77HE	✓ 77GE 77CE 77HE				GML 63.53 CML 65.10 HML 66.68

¹⁷⁶ Steer allowance does not apply to QLD GHMS mass limits.

Type 1 Road Trains:

9 Axle Road Train

79



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	68.00 79G	-	70.00 79C	71.50 79H	-	✓ 79GE 79CE 79HE	✓ 79GES 79CES 79HES				73.10 ¹⁷⁷
NSW											-
Vic	-		-	-		-	-				-
SA	68.00 79G		70.00 79C	71.50 79H		✓ 79GE 79CE 79HE	✓ 79GES 79CES 79HES				GML 71.40 CML 73.50 HML 75.08

¹⁷⁷ Steer allowance does not apply to QLD GHMS mass limits.

Type 1 Road Trains:

10 Axle Road Train

81



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	71.50 81G	-	73.50 81C	77.00	-	✓ 81GE 81CE	✓ 81GES 81CES	-	-	-	76.86 ¹⁷⁸
NSW											
Vic	-		-	-		-	-				-
SA	71.50 81G		73.50 81C			✓ 81GE 81CE	✓ 81GES 81CES				GML 75.08 CML 77.18

¹⁷⁸ Steer allowance does not apply to QLD GHMS mass limits.

Type 1 Road Trains:

12 Axle Road Train

91



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	82.50 91G	-	84.50 91C	90.50 91H	-	✓ 91GE 91CE 91HE	✓ 91GES 91CES 91HES	-	-	85.50 179	88.70 180
NSW										85.00 91HPBS	86.63
Vic ¹⁸¹				90.50 182 91H					72.70 183 91CPBS	91.00 184 91HPBS	-
SA				90.50 91H							GML 86.63 CML 88.73 HML 95.03

¹⁷⁹ Trucks must have access permit to operate between Toowoomba and Port of Brisbane as PBS trucks - see 3.10 Queensland Performance Based Standards A-Doubles East of the Great Dividing Range

¹⁸⁰ Steer allowance does not apply to QLD GHMS mass limits.

¹⁸¹ Take care with these combinations because NHVR access permit is required to operate in Northern Victoria only – refer [Victoria Road Trains \(Non PBS\)](#).

¹⁸² Mass is possible with NHVR access permit in Northern Victoria

¹⁸³ In Victoria, NHVR Access Permit required on pre-approved network, trucks can also operate on the PBS 2A network with CML at 72.7t and PBS 2A HML network at 76.7t.

¹⁸⁴ Mass is capped at 85.5 tonnes on the PBS 2B network and 91.0 tonnes is permitted on the PBS 3A network.

Type 1 Road Trains:

3 Axle Rigid and 3 Axle Dolly and 3 Axle A Trailer and 3 Axle B Trailer (PBS)

100



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld	-	-	-	-	-	-	-			91.00 ₁₈₅	-	
NSW										78.40 ₁₈₆ 100HPBS		
Vic								-				78.40 ₁₈₇ 100HPBS
SA								-				

¹⁸⁵ 91.0 tonnes on the PBS 3A network and 78.40 tonnes on the PBS 2B network, unless there is an access permit for the specific route

¹⁸⁶ Maximum permitted mass limit by permit is 78.40 tonnes on the PBS 2B network

¹⁸⁷ Maximum permitted mass limit by permit is 78.40 tonnes on the PBS 2B network

Type 1 Road Trains:

3 Axle Prime Mover and 3 Axle (1 2) Group Trailer and 3 Axle Dolly and 3 Axle (1 2) Group Trailer (PBS)

109



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld				-				88.35 ¹⁸⁸	90.35 ¹⁸⁹	92.35 ¹⁹⁰	-	
NSW								-	91.80 ¹⁹¹ 109CPBS	98.00 ¹⁹² 109HPBS		
Vic												
SA												

¹⁸⁸ Access possible on Type 1 Road Train Network with Access Permit.

¹⁸⁹ Access possible on Type 1 Road Train Network with Access Permit.

¹⁹⁰ Access possible on HML Type 1 Road Train Network with Access Permit.

¹⁹¹ Access is possible on PBS 3A network with Access Permit

¹⁹² Access extremely restricted with turn-by-turn routes. Only example is GrainCorp Moree.

Type 1 Road Trains:

3 Axle Prime Mover and 3 Axle (1 2) Group Trailer and 2 Axle Dolly and 3 Axle (1 2) Group Trailer (PBS)

111


State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld	-	-	-	-	-	-	-	84.00 193	92.50 194	-	-	
NSW								84.00 195 111GPBS	92.50 196 111GPBS	-		
Vic								-				
SA												

¹⁹³ PBS Level 3 Network

¹⁹⁴ By route only – care must be taken

¹⁹⁵ Type 1 A-Double HML Network

¹⁹⁶ By route only – care must be taken

Type 1 Road Trains:

Tri Drive Prime Mover 13 Axle Road Train

112


State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-	84.00 ₁₉₇	92.50 ₁₉₈	-	-
NSW								84.00 ₁₉₉	92.50 ₂₀₀	-	
Vic								-			
SA								-			

¹⁹⁷ PBS Level 3 Network

¹⁹⁸ By route only – care must be taken

¹⁹⁹ Type 1 A-Double HML Network

²⁰⁰ By route only – care must be taken

4.8 B-triples

30

9 Axle B-triple Road Train

69

10 Axle B-triple Road Train

94

12 Axle B-triple Road Train

97

11 Axle B-triple Road Train

B-triples:

9 Axle B-triple Road Train

30



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	72.00 30G	-	74.00 30C	-	-	✓ 30GE 30CE	✓ 30GES 30CES				77.40 ²⁰¹
NSW											-
Vic	-		-			-	-				-
SA	72.00 30G		74.00 30C			✓ 30GE 30CE	✓ 30GES 30CES				GML 75.60 CML 77.70

²⁰¹ Steer allowance does not apply to QLD GHMS mass limits.

B-triples:

10 Axle B-triple Road Train

69



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	75.50 69G	-	77.50 69C	79.50 69H	-	✓ 69GE 69CE 69HE	✓ 69GES 69CES 69HES	-	-	-	81.16 ₂₀₂
NSW											
Vic	-		-	-		-	-				-
SA ²⁰³	75.50 69G		77.50 69C	79.50 69H		✓ 69GE 69CE 69HE	✓ 69GES 69CES 69HES				GML 79.28 CML 81.38 HML 83.48

²⁰² Steer allowance does not apply to QLD GHMS mass limits.

²⁰³ South Australia requires PBS 3A Network permit if operating at HML.

B-triples:

12 Axle B-triple Road Train

94



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	82.50 94G	-	84.50 94C	90.50 94H	-	✓ 94GE 94CE 94HE	✓ 94GES 94CES 94HES	-			88.70 ²⁰⁴
NSW											86.63
Vic								91.00 91GPBS	85.00 91CPBS	91.00 91HPBS	-
SA ²⁰⁵								-			GML 86.63 CML 88.73 HML 95.03

²⁰⁴ Steer allowance does not apply to QLD GHMS mass limits.

²⁰⁵ South Australia requires PBS 3A Network permit if operating at HML.

B-triples:

11 Axle B-triple Road Train

97



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	79.00 97G	-	81.00 97C	85.00 97H	-	✓ 97GE 97CE 97HE	✓ 97GES 97CES 97HES	-	-	-	84.93 ²⁰⁶
NSW											-
Vic	-		-	-							-
SA ²⁰⁷	79.00 97G		81.00 97C	85.00 97H		✓ 97GE 97CE 97HE	✓ 97GES 97CES 97HES				GML 82.95 CML 85.05 HML 89.25

²⁰⁶ Steer allowance does not apply to QLD GHMS mass limits.

²⁰⁷ South Australia requires PBS 3A Network permit if operating at HML.

4.9 Type 1 Road Trains with Dog Trailers

23



5 Axle Semitrailer and 3 Axle Dog Trailer (Road Train)

26



6 Axle Semitrailer and 3 Axle Dog Trailer (Road Train)

37



3 Axle Rigid Truck and 2 x 3 Axle Dog Trailers (Road Train)

38



3 Axle Rigid Truck and 4 Axle Dog Trailer and 3 Axle Dog Trailer (Road Train)

39



3 Axle Rigid Truck and 2 x 4 Axle Dog Trailers (Road Train)

40



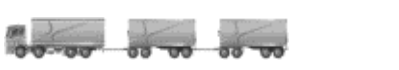
4 Axle Twin Steer Rigid Truck and 2 x 3 Axle Dog Trailers (Road Train)

41



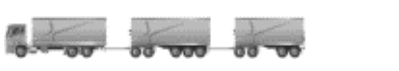
4 Axle Twin Steer Rigid Truck and 4 Axle Dog Trailer and 3 Axle Dog Trailer (Road Train)

42



4 Axle Twin Steer Rigid Truck 2 x 4 Axle Dog Trailers (Road Train)

49



3 Axle Rigid Truck and 5 Axle Dog Trailer and 4 Axle Dog Trailer (PBS)

63



3 Axle Rigid Truck and 3 Axle Dog Trailer (Road Train)

72



4 Axle Twin Steer Rigid Truck and 4 Axle Dog Trailer (Road Train)

75

3 Axle Rigid Truck and 4 Axle Dog Trailer (Road Train)

103

3 Axle Rigid and 5 Axle Dog and 5 Axle Dog

104

3 Axle Prime Mover and 3 Axle Trailer and 4 Axle Dog Trailer (Road Train)

105

3 Axle Prime Mover and 2 Axle Trailer and 4 Axle Dog (Road Train)

108

3 Axle Rigid and 5 Axle Dog Trailer (Road Train)

Road Trains with Dog Trailers:

5 Axle Semitrailer and 3 Axle Dog (Road Train)

23



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld	64.50 23G	-	66.00 23C	-	-	✓ 23CE	-		-		69.34 208	
NSW												
Vic	-		-			-					-	
SA												

²⁰⁸ Steer allowance does not apply to QLD GHMS mass limits.

Road Trains with Dog Trailers:

6 Axle Semitrailer and 3 Axle Dog Trailer (Road Train)

26



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	68.00 26G	-	70.00	-	-	✓ 26GE	-		-		73.10 209
NSW											
Vic	-		-								
SA ²¹⁰					63.50 26P						

²⁰⁹ Steer allowance does not apply to QLD GHMS mass limits.

²¹⁰ South Australia requires permit to operate.

Road Trains with Dog Trailers:

3 Axle Rigid Truck and 2 x 3 Axle Dog Trailers²¹¹

37



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-		-		-
NSW	73.50 37G					✓ 37GE					
Vic	-					-					
SA											

²¹¹ Rigid trucks with 2 dog trailers can only operate in NSW

Road Trains with Dog Trailers:

3 Axle Rigid Truck and 4 Axle Dog Trailer and 3 Axle Dog Trailer (Road Train)

38


State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-		-		-
NSW	79.00 38G		81.00 38C			✓ 38GE 38CE					
Vic	-		-			-					
SA											

Rigid trucks with 2 dog trailers can only operate in NSW.

Road Trains with Dog Trailers:

3 Axle Rigid Truck and 2 x 4 Axle Dog Trailers (Road Train)

39



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML ²¹²	PBS – HML	GHMS	
Qld ²¹³	88.50	-	91.00	-	-	✓ 39GE	✓ 39GES	-	92.10	-	95.14 ²¹⁴	
NSW ²¹⁵	79.00 39G							-	90.50 ²¹⁶ 39CPBS		83.00	
Vic	-		-	-			-	-				-
SA												

²¹² On PBS 3A network with permit²¹³ Qld general access operation is permitted on the 53.5 metre Type 2 Road Train Network only²¹⁴ Steer allowance does not apply to QLD GHMS mass limits.²¹⁵ NSW operation is permitted on the Type 1 36.5 metre Road Train. Note that the Network National Heavy Vehicle Regulator Heavy Freight Vehicle Configurations chart shows up to 91.00 tonnes for this configuration and this is on the Type 2 Road Train Network only²¹⁶ Access is permitted at PBS weights for trucks with a PBS Vehicle Approval and a NHVR access permit

Road Trains with Dog Trailers:

4 Axle Twin Steer Rigid Truck and 2 x 3 Axle Dog Trailers (Road Train)

40



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-		-		-
NSW ²¹⁷	72.50 40G		74.50 40C								
Vic	-		-								
SA											

²¹⁷ Access on the Type 1 Road Train network

Road Trains with Dog Trailers: 4 Axle Twin Steer Rigid Truck and 4 Axle Dog Trailer and 3 Axle Dog Trailer (Road Train)

41



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS									
Qld	-	-	-	-	-	-	-		-		-									
NSW ²¹⁸	78.00 41G		80.00 41C																	
Vic	-		-																	
SA																				

²¹⁸ Access on the NSW Type 1 Road Train network

Road Trains with Dog Trailers:

4 Axle Twin Steer Rigid Truck 2 x 4 Axle Dog Trailers (Road Train)

42



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-	-	-	-	-
NSW ²¹⁹	78.00 42G		80.00 42C								
Vic	-		-								
SA											

²¹⁹ Access on the NSW Type 1 Road Train network

Road Trains with Dog Trailers: 3 Axle Rigid Truck and 5 Axle Dog Trailer and 4 Axle Dog Trailer (PBS)

49



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML ²²⁰	PBS – CML	PBS – HML	GHMS		
Qld	-	-	-	-	-	-	-	-	-	-	-		
NSW								88.00 49GPBS			83.00		
Vic								-			-		
SA													

²²⁰ Access for combination is very limited at PBS GML

Road Trains with Dog Trailers:

3 Axle Rigid Truck and 3 Axle Dog Trailer (Road Train over 19m up to 31.5m)

63



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS				
Qld ²²¹	55.50	-	-	57.00	-	✓	-	-	-	-	59.66 ²²²				
NSW				-		-					-	-	-	-	
Vic															-
SA															

²²¹ Total combination length must exceed 19 metres and comply with *Queensland Class 3 Heavy Vehicle Truck Towing One Trailer Exceeding 19m Up To 31.5m Mass and Dimension Exemption Notice 2022? (No.1)* on Type 1 Road Train Routes only using either a 3 axle dog trailer or a 1 axle dolly and 2 axle trailer.

²²² Steer allowance does not apply to QLD GHMS mass limits.

Road Trains with Dog Trailers:

4 Axle Twin Steer Rigid Truck and 4 Axle Dog Trailer (Road Train)²²³

72



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS					
Qld ²²⁴	60.50	-	62.50	-	-	-	-	-	-	-	65.00					
NSW			-								-	-	-	-	-	
Vic																-
SA																

Road Trains with Dog Trailers:

3 Axle Rigid Truck and 4 Axle Dog Trailer (Road Train over 19m up to 31.5m)

²²³ Over 19m up to 31.5m

²²⁴ Total combination length must exceed 19 metres and comply with *Queensland Class 3 Heavy Vehicle Truck Towing One Trailer Exceeding 19m Up To 31.5m Mass and Dimension Exemption Notice 2022? (No.1)* on Type 1 Road Train Routes only using either a 4 axle dog trailer or a 2 axle dolly and 2 axle trailer.

75



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS						
Qld ²²⁵	55.50	-	57.50	-	-	✓	-	-	-	-	59.66 ²²⁶						
NSW			-			-					-	-	-				
Vic														-	-	-	-
SA																	

²²⁵ Total combination length must exceed 19 metres and comply with *Queensland Class 3 Heavy Vehicle Truck Towing One Trailer Exceeding 19m Up To 31.5m Mass and Dimension Exemption Notice 2022 (No.1)* on Type 1 Road Train Routes only using either a 4 axle dog trailer or a 2 axle dolly and 2 axle trailer.

²²⁶ Steer allowance does not apply to QLD GHMS mass limits.

Road Trains with Dog Trailers:

3 Axle Rigid and 5 Axle Dog and 5 Axle Dog

103


State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-	-	-	-	-
NSW											
Vic ²²⁷	95.00 103G			102.00 103H		✓ 103GE 103HE					
SA											

²²⁷ NHVR access permit required

Road Trains with Dog Trailers:

3 Axle Prime Mover and 3 Axle Trailer and 4 Axle Dog (Road Train)

104


State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-	-	-	-	-
NSW	75.50 ²²⁸										
Vic	-										
SA	63.50 104G					✓ 104GE					

²²⁸ Maximum mass (GML) subject to axle spacing requirements

Road Trains with Dog Trailers:

3 Axle Prime Mover and 2 Axle Trailer and 4 Axle Dog (Road Train)

105


State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	-	-	-	-	-	-	-	-	-	-	-
NSW	72.00 ²²⁹ 105G										
Vic	-										
SA	63.50 105G					64.00 ✓ 105GE					

²²⁹ Maximum mass (GML) subject to axle spacing requirements

Road Trains with Dog Trailers:

3 Axle Rigid and 5 Axle Dog Trailer (Road Train)²³⁰

108



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld ²³¹	59.00	-	-	-	-	✓					63.42 ²³²
NSW	-										-
Vic						-					
SA											

²³⁰ Over 19m up to 31.5m²³¹ Total combination length must exceed 19 metres and comply with *Queensland Class 3 Heavy Vehicle Truck Towing One Trailer Exceeding 19m Up To 31.5m Mass and Dimension Exemption Notice 2022? (No.1)* on Type 1 Road Train Routes only using either a 4 axle dog trailer or a 2 axle dolly and 2 axle trailer.²³² Steer allowance does not apply to QLD GHMS mass limits.

4.10 Type 2 Road Trains

74



16 Axle 2 Axle Dolly Type 2 Road Train

78



14 Axle Road Train (Type 2)

80



15 Axle Road Train (Type 2)

89



18 Axle 3 Axle Dolly Road Train (Type 2)

90



17 Axle Road Train (Type 2)

Type 2 Road Trains

16 Axle 2 Axle Dolly Type 2 Road Train

74



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld	115.50	-	118.50	124.50	-	✓	✓		-		124.16 ²³³	
NSW	-		-	-		-	-				-	-
Vic												
SA ²³⁴	115.50 74G		118.50 74C	124.50 74H		✓ 74GE 74CE 74HE	✓ 74GES 74CES 74HES				GML 121.28 CML 124.43 HML 130.73	

²³³ Steer allowance does not apply to QLD GHMS mass limits.

²³⁴ South Australia requires a NHVR permit unless operating on the pre-approved 53.5m network.

Type 2 Road Trains

14 Axle Road Train (Type 2)

78



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld	108.50	-	111.50	113.50	-	✓	✓		-		116.63 ²³⁵	
NSW	-		-	-		-	-				-	-
Vic												
SA ²³⁶	108.50 78G		111.50 78C	113.50 78H		✓ 78GE 78CE 78HE	✓ 78GES 78CES 78HES				GML 113.93 CML 121.28 HML 119.18	

²³⁵ Steer allowance does not apply to QLD GHMS mass limits.

²³⁶ South Australia requires a NHVR permit unless operating on the pre-approved 53.5m network.

Type 2 Road Trains

15 Axle Road Train (Type 2)

80



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld	112.00	-	115.00	119.00	-	✓	✓	-	-	-	120.40 ²³⁷	
NSW	-		-	-		-	-				-	-
Vic												
SA ²³⁸	112.00 80G		115.00 80C	119.00 80H		✓ 80GE 80CE 80HE	✓ 80GES 80CES 80HES				GML 117.60 CML 120.75 HML 124.95	

²³⁷ Steer allowance does not apply to QLD GHMS mass limits.

²³⁸ South Australia requires a NHVR permit unless operating on the pre-approved 53.5m network.

Type 2 Road Trains

18 Axle 3 Axle Dolly Road Train (Type 2)

89



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld	122.50	-	126.50	135.50	-	✓	✓				131.70 239	
NSW	-					-	-				-	-
Vic												
SA ²⁴⁰	122.50 89G			126.50 89C		135.50 89H					✓ 89GE 89CE 89HE	✓ 89GES 89CES 89HES

²³⁹ Steer allowance does not apply to QLD GHMS mass limits.

²⁴⁰ South Australia requires a NHVR permit unless operating on the pre-approved 53.5m network.

Type 2 Road Trains

17 Axle Road Train (Type 2)

90



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld	119.00	-	122.00	130.00	-	✓	✓		-		127.90 241	
NSW	-		-	-		-	-				-	-
Vic												
SA ²⁴²	119.00 90G		122.00 90C	130.00 90H		✓ 90GE 90CE 90HE	✓ 90GES 90CES 90HES				GML 124.95 CML 128.10 HML 136.50	

²⁴¹ Steer allowance does not apply to QLD GHMS mass limits.

²⁴² South Australia requires a NHVR permit unless operating on the pre-approved 53.5m network.

4.11 Type 2 Quads

50



17 Axle ABB-quad Road Train and 2 Axle Dolly

51



18 Axle ABB-quad Road Train and 3 Axle Dolly

52



17 Axle BAB-quad Road Train and 2 Axle Dolly

114



18 Axle BAB-quad Road Train and 3 Axle Dolly

Type 2 Quads

17 Axle ABB-quad Road Train and 2 Axle Dolly

50



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	119.00	-	122.00	130.00	-	✓	✓	-			127.90 ₂₄₃
NSW	-										
Vic											
SA											

²⁴³ Steer allowance does not apply to QLD GHMS mass limits.

Type 2 Quads

18 Axle ABB-quad Road Train and 3 Axle Dolly

51



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld	122.50	-	126.50	135.50	-	✓	✓	-			131.70 ₂₄₄	
NSW	-		-	-		-	-				-	-
Vic												
SA												

²⁴⁴ Steer allowance does not apply to QLD GHMS mass limits.

Type 2 Quads

17 Axle BAB-quad Road Train and 2 Axle Dolly

52



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	119.00	-	122.00	130.00	-	✓	✓	-			127.90 ₂₄₅
NSW	-										
Vic											
SA											

²⁴⁵ Steer allowance does not apply to QLD GHMS mass limits.

Type 2 Quads

18 Axle BAB-quad Road Train and 3 Axle Dolly

53



State	GML	RFS	CML	HML	Notice	0.5t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS	
Qld	122.50	-	126.50	135.50	-	✓	✓	-			131.70 ²⁴⁶	
NSW						-	-				-	
Vic												
SA												

²⁴⁶ Steer allowance does not apply to QLD GHMS mass limits.

5 Key Terms & Definitions

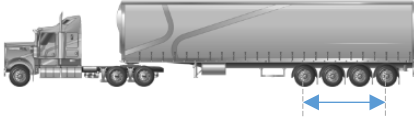
A-double	A prime mover towing a Semitrailer towing another Semitrailer connected by a converter dolly.
A-trailer	The forward Semitrailer in a heavy vehicle combination coupled by a turntable (fifth wheel) to a prime mover.
A-triple	A prime mover towing three Semitrailers. The second and third Semitrailers are each connected by a converter dolly.
AB-triple	A prime mover towing three Semitrailers. The second Semitrailer is connected by a converter dolly and the third trailer is connected by a fifth wheel located towards the rear of the preceding Semitrailer. Can also be described as a Semitrailer towing a B-double using a converter dolly.
 Typical AB-triple	
AAB-quad	A prime mover towing four Semitrailers. The second and third Semitrailers are connected by a converter dolly and the fourth Semitrailer is connected by a fifth wheel located towards the rear of the preceding Semitrailer. Can also be described as an A-double towing a B-double using a converter dolly.
ABB-quad	A prime mover towing four Semitrailers. The third and fourth Semitrailers are connected by a fifth wheel located towards the rear of the preceding Semitrailer and the second Semitrailer is connected by a converter dolly. Can also be described as a Semitrailer towing a B-triple using a converter dolly.
Articulated	Means having two or more rigid sections connected to one another that allows rotary movement between the sections.
Active Vehicle Module (AVM)	The AVM search on the NHVR website allows you to check in real time if a vehicle is currently nominated in the NHVAS Mass and/or Maintenance modules.
Axle	1 or more shafts positioned in a line across a vehicle, on which 1 or more wheels intended to support the vehicle turn.
Axle group	A combination of truck axles in a truck combination for a prime mover, dolly, or trailer. Typical examples are a tandem axle group, twin steer axle group, tri-axle group or quad-axle group.
B-double	A combination consisting of a prime mover towing 2 Semitrailers, with the first Semitrailer being attached directly to the prime mover by a fifth wheel coupling and the second Semitrailer being mounted on the rear of the first Semitrailer by a fifth wheel coupling on the first Semitrailer.
 Typical B-double	
B-trailer	A Semitrailer/s coupled via a turntable (fifth wheel) mounted on the forward semitrailer.

B-triple	A combination consisting of a prime mover towing 3 Semitrailers, all attached by a fifth wheel coupling.  Typical B-triple
BA-triple	A prime mover towing three Semitrailers. The second Semitrailer is connected by a fifth wheel located towards the rear of the preceding Semitrailer and the third Semitrailer is connected by a converter dolly. Can also be described as a B-double towing a Semitrailer using a converter dolly.
BAA-quad	A prime mover towing four Semitrailers. The second Semitrailer is connected by a fifth wheel located towards the rear of the preceding Semitrailer and the third and fourth Semitrailers are connected by a converter dolly. Can also be described as a B-double towing an A-double using a converter dolly.
BAB-quad	A prime mover towing four Semitrailers. The second and fourth Semitrailers are connected by a fifth wheel located towards the rear of the preceding Semitrailer and the third Semitrailer is connected by a converter dolly. Can also be described as a B-double towing a B-double using a converter dolly.
Bulk Handler	Company that loads or unloads grain trucks during or outside of harvest and is a loader, unloader, consigner or consignee under the definitions used by the HVNL. Refer 1.5 for examples about CoR parties.
Chain of Responsibility (CoR)	Chain of Responsibility is similar to the legal concept of 'duty of care' that underpins Occupational Health and Safety (OHS) law. This approach has long been used by the courts to impose liability in negligence and damages claims. Under CoR, complying with transport law is a shared responsibility and all parties in the road transport supply chain are responsible for preventing breaches. This approach recognises the effects of the actions, inactions and demands of off-the-road parties in the transport chain. Anybody – not just the driver – who has control over the transport task can be held responsible for breaches of road laws and may be legally liable.
Combination	A group of vehicles consisting of a motor vehicle such as a prime mover or rigid truck towing one or more other vehicle units such as a Semitrailer or trailer.
Commonwealth Gazette Notice	A notice published in the Commonwealth Gazette. In the context of this glossary and other documents which reference it, a notice is a Commonwealth Gazette notice unless otherwise stated e.g. notices gazetted by non-Commonwealth jurisdictions.
Concessional Mass Limit (CML)	Concessional mass limits are given to truck operators when they are audited using the NHVAS Mass process to ensure they have systems and processes to manage axle group and gross combination mass limits to allow them to have heavier overall mass. Trucks must display a sticker on the truck to operate to the heavier weight.
Converter dolly	A pig trailer with a fifth wheel coupling designed to convert a Semitrailer into a dog trailer. 

Typical converter dolly

Coupling	A device used to attach a vehicle in a combination to the vehicle in front of it.
Dimension requirement	Approved width, or height or length.
Dog trailer	A trailer (including a trailer consisting of a Semitrailer and converter dolly) that has— • one axle group or a single axle at the front that is being steered by connection to a towing vehicle by a drawbar; and • one axle group or a single axle at the rear.
Exemption	A legal instrument used to provide alternative or non-compliance with a law, regulation or standard. For example, a vehicle standards exemption, a fatigue-related exemption (e.g. a work/rest hours exemption), or an access-related exemption. An exemption can be provided by notice or permit.
Fifth wheel coupling	A device (other than an upper rotating element and a kingpin) used with a prime mover, Semitrailer or converter dolly to— • permit quick coupling and uncoupling; and • provide for articulation.
Front under-run protection (FUP)	A device or barrier installed at the front of a heavy vehicle with the purpose of preventing other vehicles from being pushed underneath the front of the heavy vehicle in the event of a collision.
Gazette notice	A legal instrument that provides the Regulator with the ability to issue information, authorisations or exemptions, that apply to a certain class(es) of heavy vehicle or persons and will generally include conditions.
Grain Harvest Management Scheme (GHMS)	State-based mass management schemes to overcome some of the practical difficulties in grain transport. In particular, these relate to the efforts of operators to maximise payload while not breaching legislated heavy vehicle mass limits due to the varying moisture contents and density variances of grain.
General Mass Limit (GML)	General Mass Limits (GML) apply to all heavy vehicles. The GML state the allowable mass for all types of heavy vehicle axle groups, unless the vehicle is running under an accreditation scheme, or an exemption under the Heavy Vehicle National Law.
Grain Transport Safety Network (GTSN)	See www.gtsn.com.au
Gross Combination Mass (GCM)	Means the total maximum loaded mass of a vehicle and any vehicles it may lawfully tow at any given time— • If the Regulator has, under section 56, specified the total maximum loaded mass of the motor vehicle and any vehicles it may lawfully tow at any given time – specified by the Regulator under that section; or • Otherwise – stated by the motor vehicle’s manufacturer.
Gross Vehicle Mass (GVM)	Of a vehicle, means the maximum loaded mass of the vehicle— • If the Regulator has specified the vehicle’s maximum loaded mass under section 57—specified by the Regulator under that section; or • Otherwise—stated by the vehicle’s manufacturer.
Grain Trade Australia (GTA)	See www.graintrade.org.au

Harvest Management Scheme (HMS)	See Grain Harvest Management Scheme.
Heavy Vehicle	For the purposes of the HVNL a vehicle is a heavy vehicle if it has a GVM or ATM of more than 4.5 tonnes. Also, for the purposes of this Law other than in relation to registration under this Law, a combination that includes a vehicle with a GVM or ATM of more than 4.5 tonnes is a heavy vehicle. Rolling stock is not a heavy vehicle under this Law.
High Productivity Freight Vehicles (HPFVs)	HPFVs are large combination vehicles that offer significant benefits for lowering costs, improving safety and protecting the environment by reducing the number of truck movements that would otherwise be needed. For example, a heavy vehicle combination that exceeds 26 metres and/or has a Gross Combination Mass (GCM) of more than 68.5 tonnes.
Higher Mass Limit (HML)	A mass exception under the HVNL which allows higher mass limits on approved routes for particular vehicles or vehicle combinations dependent on other conditions being met (e.g. IAP and/or road friendly suspension may need to be fitted to the vehicle).
Heavy Vehicle National Law (HVNL)	An Australian law with the purpose of regulating the heavy vehicle industry including registration, driver fatigue, vehicle standards, mass dimension and loading, compliance and enforcement and access.
Intelligent Access Program (IAP)	IAP is a program to allow heavy vehicles to have access, or improved access, to the road network in return for monitoring, by an intelligent transport system, of their compliance with stated access conditions.
Mass limits	The maximum allowable mass of an axle or axle group, vehicle or vehicle combination. mass limit regimes include general mass limits, concessional mass limits and higher mass limits.
Mass requirement	Approved mass limit or mass exception.
National Heavy Vehicle Accreditation Scheme (NHVAS)	NHVAS is voluntary and open to operators who can demonstrate a record of compliance with heavy vehicle regulation and standards. Operators can apply for accreditation under the following NHVAS modules: • Mass Management • Maintenance Management • Basic Fatigue Management (BFM) • Advanced Fatigue Management (AFM) To be eligible for accreditation under NHVAS, operators must agree to abide by the NHVAS standards and business rules and provide documentary and audit evidence that they comply with the relevant NHVAS standards. The maximum period for which the Regulator may grant heavy vehicle accreditation is 3 years.
National Heavy Vehicle Regulator (NHVR)	The independent body established under the Heavy Vehicle National Law (HVNL) to administer that law.
Performance Based Standards (PBS)	An alternative compliance scheme for heavy vehicles setting minimum performance levels for safe and efficient operation (as opposed to standard prescriptive rules). Greater access is generally afforded for higher performance.
Notice	A legal instrument used to provide alternative or non-compliance with a law, regulation or standard.

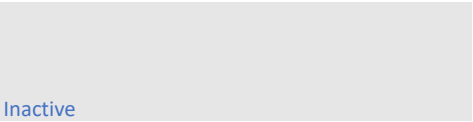
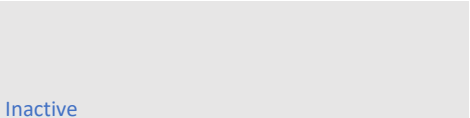
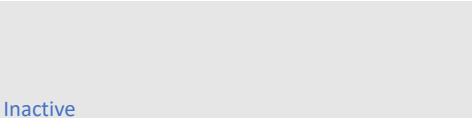
Pig trailer	A trailer with 1 axle group or a single axle near the middle of its load carrying surface; and connected to the towing vehicle by a drawbar.
	
Example pig trailer	
Prime mover	A heavy motor vehicle designed to tow a Semitrailer
	
Typical prime mover	
Quad-axle group	A group of 4 axles, in which the horizontal distance between the centre-lines of the outermost axles is more than 3.2m but not more than 4.9m.
	
$3.2\text{m} < d < 4.9\text{m}$	
Typical quad-axle group	
Road Friendly Suspension (RFS)	A suspension system certified as a road friendly suspension system by the Vehicle Safety Standards Branch of the Commonwealth Department Infrastructure and Regional Development in accordance with VSB11.
Rigid	Not articulated.
	
Typical rigid (truck only)	
Road train	A B-triple, or a combination, other than a B-double, consisting of a motor vehicle towing at least 2 trailers, excluding any converter dolly supporting a Semitrailer.
	
Typical road train	
Route	A set of connection roads and infrastructure allowing a vehicle to travel from one location to another.
Semitrailer	A trailer that has 1 axle group or a single axle towards the rear, and a means of attachment to a prime mover that results in some of the mass of the trailer's load being imposed on the prime mover.
	
Typical semitrailer	
Single axle	1 axle or 2 axles with centres between transverse, parallel, vertical planes spaced less than 1.0m apart.
	
Typical single axle group	

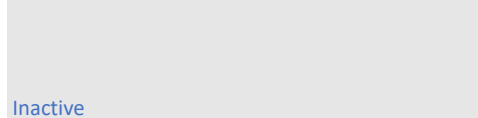
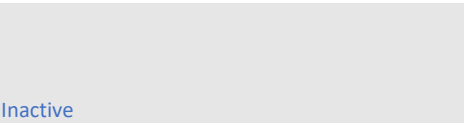
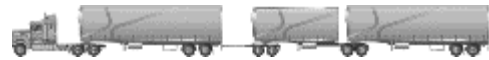
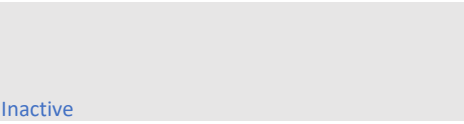
Site	An owned or leased property where a business has overall management control or influence, for example, bulk handler country site, domestic end user, farm storage, feedlot, port terminal.
Tandem axle group	A group of at least 2 axles, in which the horizontal distance between the centre-lines of the outermost axles is at least 1m but not more than 2m.  A side-view diagram of a truck with a tandem axle group. The truck has a single front axle and a trailer with two axles. A double-headed blue arrow indicates the distance between the centerlines of the two rear axles. $1\text{m} < d < 2\text{m}$ Typical tandem axle group
Tri-axle group	A group of at least 3 axles, in which the horizontal distance between the centre-lines of the outermost axles is more than 2m but not more than 3.2m.  A side-view diagram of a truck with a tri-axle group. The truck has a single front axle and a trailer with three axles. A double-headed blue arrow indicates the distance between the centerlines of the two outermost rear axles. $2\text{m} < d < 3.2\text{m}$

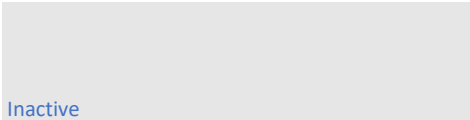
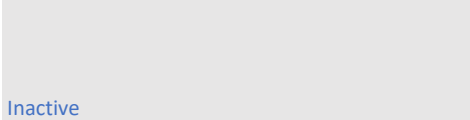
6 Truck Code Quick Lookup Table (by number)

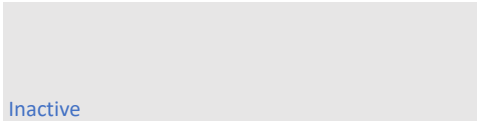
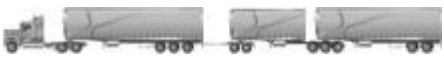
1	 2 Axle Rigid Truck	Rigid Trucks	Page 52	2	 3 Axle Semitrailer	Semitrailers	Page 89
3	 4 Axle Semitrailer	Semitrailers	Page 90	4	 5 Axle Semitrailer	Semitrailers	Page 91
5	 2 Axle Rigid Truck and 2 Axle Pig Trailer	Truck and Pig Trailers	Page 79	6	 2 Axle Rigid Truck and 3 Axle Pig Trailer	Truck and Pig Trailers	Page 80
7	 2 Axle Rigid Truck and 2 Axle Dog Trailer	Truck & Dogs	Page 60	8	 2 Axle Rigid Truck and 3 Axle Dog Trailer	Truck & Dogs	Page 176
9	 3 Axle Rigid Truck	Rigid Trucks	Page 53	10	 4 Axle Semitrailer	Semitrailers	Page 92
11	 5 Axle Semitrailer	Semitrailers	Page 93	12	 6 Axle Semitrailer	Semitrailers	Page 94
13	 3 Axle Rigid Truck and 2 Axle Pig Trailer	Truck and Pig Trailers	Page 81	14	 3 Axle Rigid Truck and 3 Axle Pig Trailer	Truck and Pig Trailers	Page 82
15	 3 Axle Rigid Truck and 2 Axle Dog Trailer	Truck & Dogs	Page 62	16	 3 Axle Rigid Truck and 3 Axle Dog Trailer	Truck & Dogs	Page 63

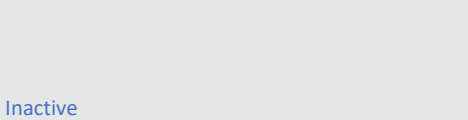
17	 3 Axle Twin Steer Rigid Truck	Rigid Trucks	Page 54	18	 4 Axle Twin Steer Rigid Truck	Rigid Trucks	Page 55
19	 4 Axle Twin Steer Rigid Truck and 2 Axle Pig Trailer	Truck and Pig Trailers	Page 83	20	 4 Axle Twin Steer Rigid Truck and 3 Axle Pig Trailer	Truck and Pig Trailers	Page 83
21	 4 Axle Twin Steer Rigid Truck and Axle Dog Trailer	Truck & Dogs	Page 64	22	 4 Axle Twin Steer Rigid Truck and 3 Axle Dog Trailer	Truck & Dogs	Page 65
23	 5 Axle Semitrailer and 3 Axle Dog Trailer (Road Train)	Type 1 Road Trains with Dog Trailers	Page 143	24	 3 Axle Prime Mover and 2 Axle Trailer and 2 Axle Dog Trailer and 2 Axle Trailer	Type 1 Road Trains	Page 122
25	 5 Axle Prime Mover and 2 Axle Dolly and 3 Axle Trailer (Road Train)	Type 1 Road Trains	Page 123	26	 6 Axle Semitrailer and 3 Axle Dog Trailer (Road Train)	Type 1 Road Trains with Dog Trailers	Page 144
27	 3 Axle Prime Mover and 3 Axle Trailer and 2 Axle Dolly and 2 Axle Trailer	Type 1 Road Trains	Page 124	28	 11 Axle Road Train	Type 1 Road Trains	Page 125
29	 8 Axle B-double	B-doubles	Page 101	30	 9 Axle B Triple 9 Axle B-triple Road Train	B-triples	Page 137
31	 11 Axle Road Train	Type 1 Road Trains	Page 126	32	 4 Axle Tri Drive Rigid Truck and 5 Axle Dog (PBS)	Truck & Dogs	Page 66

33		Semitrailers	Page 95	34		Semitrailers	Page 96
35		Truck and Pig Trailers	Page 85	36		Rigid Trucks	Page 56
37		Type 1 Road Trains with Dog Trailers	Page 145	38		Type 1 Road Trains with Dog Trailers	Page 146
39		Type 1 Road Trains with Dog Trailers	Page 147	40		Type 1 Road Trains with Dog Trailers	Page 148
41		Type 1 Road Trains with Dog Trailers	Page 149	42		Type 1 Road Trains with Dog Trailers	Page 150
43		Rigid Trucks	Page 57	44		Truck & Dogs	Page 67
45		Semitrailers	Page 97	46			
47				48			

49		Type 1 Road Trains with Dog Trailers	Page 151	50		Type 2 Quads	Page 166
51		Type 2 Quads	Page 167	52		Type 2 Quads	Page 168
114		Type 2 Quads	Page 77	54			
55		Truck & Dogs	Page 68	56		Truck & Dogs	Page 69
57		Semitrailers	Page 98	58		B-doubles	Page 102
59				60		AB-triples	Page 109
61				62		Truck & Dogs	Page 127
63		Truck & Dogs	Page 152	64		AB-triples	Page 110

65				66		AB-triples	Page 111
67				68		B-doubles	Page 103
69		B-triples	Page 138	70		AB-triples	Page 112
71		AB-triples	Page 113	72		Truck & Dogs	Page 153
73		Truck & Dogs	Page 70	74		Type 2 Road Trains	Page 160
75		Type 1 Road Trains with Dog Trailers	Page 154	76		Truck & Dogs	Page 71
77		Type 1 Road Trains	Page 128	78		Type 2 Road Trains	Page 161
79		Type 1 Road Trains	Page 129	80		Type 2 Road Trains	Page 162

81		Type 1 Road Trains	Page 130	82			
83		B-doubles	Page 104	84		Truck and Pig Trailers	Page 86
85		B-doubles	Page 105	86		Truck and Pig Trailers	Page 87
87		Truck & Dogs	Page 72	88		AB-triples	Page 114
89		Type 2 Road Trains	Page 163	90		Type 2 Road Trains	Page 164
91		Type 1 Road Trains	Page 131	92		B-doubles	Page 106
93		AB-triples	Page 115	94		B-triples	Page 139
95		AB-triples	Page 116	96		AB-triples	Page 117

97		B-triples	Page 140	98		AB-triples	Page 118
99				100		Type 1 Road Trains with Dog Trailers	Page 132
101		B-doubles	Page 107	102		Truck & Dogs	Page 73
103		Type 1 Road Trains with Dog Trailers	Page 157	104		Type 1 Road Trains with Dog Trailers	Page 156
105		Type 1 Road Trains with Dog Trailers	Page 157	106		Truck & Dogs	Page 74
107		Truck & Dogs	Page 75	108		Type 1 Road Trains with Dog Trailers	Page 158
109		Type 1 Road Trains	Page 133	110		Semitrailers	Page 99
111		Type 1 Road Trains	Page 134	112		Type 1 Road Trains	Page 131

113



3 Axle Rigid and 6 Axle Dog and 4 Axle Dog

Truck & Dogs

Page
76

114



3 Axle Rigid and 6 Axle Dog and 5 Axle Dog

Truck & Dogs

Page7
7

7 Acknowledgements

The GTSN would like to acknowledge the member companies for their contributions to the development of this Truck Book.



GTSN TRUCK BOOK