



# Mass, Dimension and Loading changes – Fact sheet

Expected commencement – July 2026

30 April 2026



## Contents

Purpose.....	3
Key changes.....	3
<b>Mass limit changes expected July 2026</b> .....	3
<b>Length limit changes expected July 2026</b> .....	5
<b>Tow mass ratio and tag trailers amendments expected from July 2026</b> .....	7
Important advice to consider .....	8
<b>Operators</b> .....	8
<b>Road managers</b> .....	8



**This fact sheet is provided for general guidance only and does not substitute the Heavy Vehicle National Law Act 2025 (HVNL), the Heavy Vehicle (Mass, Dimension and Loading) National Regulation 2025, or any applicable Notices or Permits.**

**The amended HVNL is expected to commence July 2026, subject to Ministerial approval.**

## Purpose

The Heavy Vehicle National Law Amendment Act 2025 (HVNL) is expected to commence July 2026, subject to Ministerial approval.

The Heavy Vehicle (Mass, Dimension and Loading) National Amendment Regulation (MDL Regulation) 2025 will set out the mass and dimension limits that apply to heavy vehicles operating under the law.

Key changes to the MDL Regulation include:

- Increase in General Mass Limits (GML) to align with the limits that currently apply under Concessional Mass Limits (CML). CML provisions will be removed from the new MDL.
- Expansion of Euro VI concessions to road trains.
- Increase in the length limit for heavy vehicles from 19 metres to 20 metres.
- Amendments to the tow mass ratio and associated conditions for tag trailers.

This fact sheet is intended to inform operators and road managers about the changes that will be introduced by the new MDL Regulation, and the key actions required to comply with these changes.

## Key changes

### Mass limit changes expected July 2026

The key change to the MDL Regulation will increase GML to align with the masses provided under CML.

Under the new MDL Regulation:

- Overall mass increase will provide the following increase on existing GML weights:
  - A maximum of 1t for a vehicle or combination with an allowable gross mass not exceeding 55t.
  - A maximum of 2t for vehicle combinations with an allowable gross mass exceeding 55t.
- The 5 per cent gross mass restriction and 'one tonne tri-axle mass transfer allowance' will be removed.
- There will be no increases for bus axle group limits (consistent with the current CML).
- Road trains with a Euro VI compliant prime mover will receive an increase of 0.5 tonnes to a maximum of 7.0 tonnes.

#### **A Euro VI vehicle (complying steer axle) must:**

1. Comply with ADR 80/04 or later
2. Have a front underrun protection device that complies with ADR 84, unless ADR 84 provides otherwise
3. Have a cabin that complies with UN ECE regulation 29
4. Have appropriately rated tyres, axle and suspension for the mass limit on the steering axle as stated by the vehicle's manufacturer
5. Have a Gross Vehicle Mass (GVM) of 15t or more

- Mass Management Accreditation is no longer required to operate under these masses at general access.
- **Note:** Mass Management Accreditation\* will still be required to access certain notices and permits including Higher Mass Limits (HML) and the Performance Based Standards (PBS) scheme. A list of these notices and permits is available on the NHVR website, please see [Notices requiring Mass Accreditation](#).

**\*Mass Management Accreditation is transitioning to a new model called Alternative Compliance Accreditation (ACA) - Mass:**



The National Heavy Vehicle Accreditation Scheme (NHVAS) will transition to the Heavy Vehicle Accreditation (HVA) scheme following the implementation of the Heavy Vehicle National Law Amendment Act 2025. Current NHVAS operators can access transition options to help prepare for the new scheme. For further information, please see [NHVAS transition to HVA scheme](#).

**Tables 1 and 2** provide total vehicle general mass limits under the amended MDL Regulation compared to the previous limits.

**Table 1. New mass limits – Expected July 2026**

Axle group/Combination	Current GML (t)	Current CML (t)	Future GML (t) (expected July 2026)
Single steer axle	6.0	6.0	6.0
Tandem axle group	16.5	17.0	17.0
Tri-axle group (non-pig trailer)	20.0	21.0	21.0
Quad-axle group fitted with single tyres with section widths of less than 375mm	15.0	15.5	15.5
Quad-axle group fitted with single tyres with section widths of at least 375mm or dual tyres	20.0	21.0	21.0
Axle groups of 5 or more (low loader with single tyres <375mm)	15.0	15.5	15.5
Axle groups of 5 or more (any rear group on a low loader)	20.0	21.0	21.0
Complying steer axle vehicle that is neither a B-double nor a road train	43.0	-	44.0
Prime mover with a twinsteer axle group towing a tri-axle semitrailer	46.5	-	47.5
Vehicle that is not mentioned above and that is neither a B-double nor a road train	42.5	-	43.5

**Table 2. New Euro VI mass limits – Expected July 2026**

Vehicle/Combination	Current limit (t)	Future limit (t) (from July 2026)
Euro VI single steer axle	6.5	7.0*
Euro VI vehicle (complying steer axle) that is neither a B-double nor a road train)	43.5	44.5
Euro VI vehicle (single steer axle) that is neither a B-double nor a road train	43.0	44.0
Euro VI vehicle (twinsteer) that is a prime mover with a twinsteer axle group towing a tri-axle semi-trailer)	47.0	48.0



**Note:** The loaded mass of a vehicle must not exceed the manufacturer’s rating, particularly the GVM for a rigid vehicle or the Gross Combination Mass (GCM) for combinations or Aggregate Trailer Mass (ATM) for trailers. The manufacturer’s mass rating on any component, such as a tow coupling, tyre, wheel or axle, must not be exceeded.

\*The 7.0t limit applies where steer axle tyres have section widths of at least 315mm. Where tyre section widths are at least 295mm but less than 315mm, the limit is 6.5t.

### Length limit changes expected July 2026

The MDL Regulation will increase the length of certain heavy vehicle combinations from 19 to 20 metres.

These combinations include:

- prime mover and semitrailer,
- rigid truck and pig trailer\*
- rigid truck and dog trailer\*, and
- rigid truck and tag trailer\* combinations.

\*The increase in overall length for these combinations is provided for the truck length only, there are no changes to existing trailer dimensional limits in the MDL Regulation.

All trailers, used in a combination that is longer than 19m but not more than 20m, with a Gross Trailer Mass over 10 tonnes (ADR category TD) must be fitted with braking systems compliant with ADR 38/05 or later, and the braking system must be powered by the towing vehicle.

**Table 3** provides total vehicle length limits, and allowable prime mover semitrailer combinations under the amended MDL Regulation.

**Table 3. Length limit adjustments from July 2026**

Parameter	Current limit (m)	Future limit (m) (from July 2026)
General access vehicle length (applies to prime mover and semitrailer/low loader, rigid truck and trailer, etc.).	19.0	<b>20.0</b>
Rear overhang for combinations between 19 and 20 metres (semitrailer).	3.7	<b>4.0*</b>
Maximum distance, front articulation to centreline of rear axle group (prime mover and semitrailer)**	9.5	<b>10.5</b>
Maximum distance, front articulation to rear of trailer (prime mover and semitrailer).	12.3	<b>14.5</b>

**Note:** \*The rear overhang for vehicles up to 19 metres remains the **lesser** or 3.7 metres or 60% of the wheelbase.

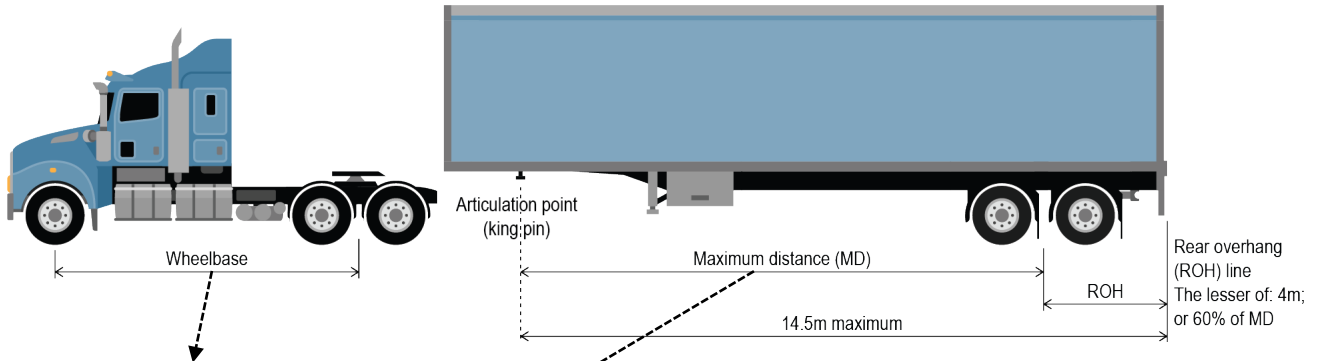
\*\*Wheelbase-dependent, up to 10.5m for prescribed semitrailers in 19–20m combinations as per the proposed regulation.

**Figure 1** (next page) explains the expected MDL Regulation revised length limit to 20 metres for a truck and trailer.

The revised length limit for these combinations is 20m:

- prime mover and semitrailer
- rigid truck and pig trailer
- rigid truck and dog trailer
- rigid truck and tag trailer

Figure 1. Trailer length



Wheelbase (m)		Maximum distance (m)
At least	Less than	
3.5	4.1	10.5
4.1	4.3	10.4
4.3	4.4	10.3
4.4	4.6	10.2
4.6	4.8	10.1
4.8	4.9	10.0
4.9	5.1	9.9
5.1	5.2	9.8
5.2	5.4	9.7
5.4	5.5	9.6
5.5	5.6	9.5
5.6	5.8	9.4
5.8	5.9	9.3
5.9	6.0	9.2
6.0	6.2	9.1
6.2	6.3	9.0
6.3	6.4	8.9
6.4	6.5	8.8
6.5	6.6	8.7
6.6	-	8.6

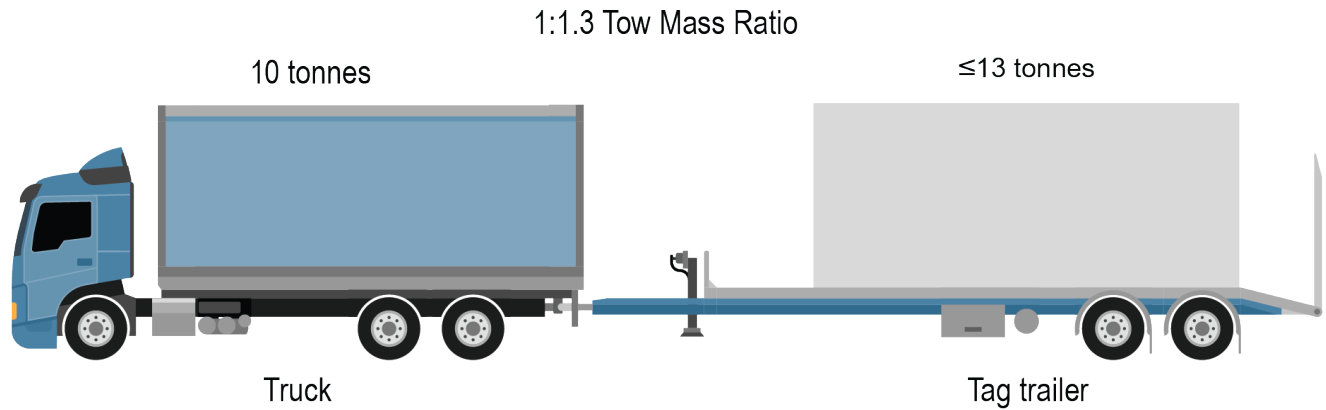
The trailer must be fitted with Side Underrun Protection as per ADR106.

**Example**  
 The wheelbase of the truck is **4.1m**.  
 The maximum distance can be **10.4m**.  
 The trailer **must have Side Underrun Protection**.  
 The rear overhang **must be the smallest dimension between 4m or 60% of the maximum distance**

## Tow mass ratio and tag trailers amendments expected from July 2026

The MDL Regulation will remove the previously prescribed 1:1 tow mass ratio.

- The new tow mass ratio requirement will be 1:1.3.



**Figure 2. A simplified example of the tag trailer ratio proposal**

- In a combination –
  - There is a requirement to maintain a minimum mass on the steer or twin-steer axles to ensure safe steering of the combination.
  - This means that the minimum mass on the steer or twin steer axles must be greater than –
    - 20% of the sum of the axle masses applying to all axle groups and single axles of the towing vehicle; or
    - the manufacturer’s minimum steer or twinsteer axle mass requirement when towing.

Case	Maximum tow mass ratio of all cases: 1:1.3	Minimum 20% steer mass required (t)	Steer mass (t)	Drive mass (t)	Trailer mass (t)	Total mass (t)
1-2		2.5	5.0	7.6	16.4	29.0
1-3		2.7	4.7	9.0	17.8	31.5
2-2		2.5	4.5	8.2	16.5	29.2
2-3		3.1	3.5	11.9	20.0	35.4

## Important advice to consider

### Operators

Operators should consider the actions listed below prior to operating under the new limits that are expected in the MDL Regulation:

- **Check vehicle configuration** - Confirm GVM/GCM, wheelbase, rear overhang (S length) and tyre section widths match new tables.
- **Semitrailer S length** - Ensure S (front articulation to rear overhang) complies with the Length Limit (Table 3) for your prime mover wheelbase.
- **Braking requirement** - Heavy trailers used in combinations >19 m and ≤20 m must have braking that complies with ADR 38/05 and be powered by the towing vehicle.
- **Side underrun protection** - Semitrailers where the distance from the front articulation point to the rear overhang line exceeds 9.5m must be fitted with side underrun protection complying with ADR 106/00 or later.
- **Euro VI allowance** - Euro VI prime movers may be eligible for +0.5 t drive axle transfer where a corresponding steer/twin steer reduction and tyre/manufacturer conditions are met.
- **Update documentation** — Revise load plans, mass calculations and compliance records before operating under new limits.

### Road managers

The MDL Regulation changes do not automatically expand network access and existing road manager decisions will be preserved. The MDL changes affect the regulatory baseline.

There are no changes to road manager authority and the administrative processes regarding consent. Road managers will continue to retain their existing authority regarding:

- access to local road networks,
- infrastructure protection.
- conditions placed on heavy vehicle access.

Many notices will be updated administratively to align to the new MDL settings, this includes removing references to Concessional Mass Limits (CML) and updating terminology.

Where a notice is substantially affected by MDL regulatory changes, the NHVR will engage with relevant road managers through the standard consent process.

#### About the NHVR

The National Heavy Vehicle Regulator (NHVR) is Australia's dedicated independent regulator for heavy vehicles over 4.5t GVM. The NHVR was created to administer one set of rules for heavy vehicles under the Heavy Vehicle National Law, improve safety and productivity, minimise the compliance burden on the heavy vehicle transport industry and reduce duplication and inconsistencies across state and territory borders.

#### For more information:

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