

National Class 2 Road Train Authorisation Notice Operator's Guide

The *National Class 2 Road Train Authorisation Notice 2022 (No.3)* provides access to complying road trains in New South Wales, Queensland, South Australia and Victoria.



Specifications

Gazette Notice:	C2022G01256
Starts:	16 December 2022
Expires:	3 June 2025
Vehicle types:	Class 2, road trains
Exemptions:	Network access
Law:	MDL
*Coverage:	NSW, QLD, SA, VIC
To be carried:	No

**Specific state conditions are explained below.*

Overview

The information in this Operator's Guide is intended to do two things:

1. Explain how the *National Class 2 Road Train Authorisation Notice* operates, to assist in complying with it. It is important to remember this Operator's Guide is instructional only and it is the Notice that provides the exemption or authorisation. If there is a difference or misunderstanding between the Operator's Guide and the Notice, the Notice has priority and must be followed. The only exceptions are the requirements or conditions set out in the 'Network and Mapping' section explained below.
2. Provide additional information referred to in the network requirements of the Notice. This includes links to network maps and other information such as vehicle, travel and road conditions. Networks and their conditions published in the 'Network and Mapping' section of this Operator's Guide are not general advice and must be treated as conditions of the Notice.

Please read the Notice and this Operator's Guide together. To download or print this guide, use the print or PDF buttons on the top right of this page.

The NHVR worked closely with state and local government road managers to improve road train access by expanding access to include:

- a Victorian road network for 36.5m A-doubles
- access in South Australia for 30m A-doubles, 36.5m B-triples and AB-triples, and rigid trucks towing two dog trailers
- consolidated access to a number of Type 2 road trains on a single Type 2 road train network.

What is a road train?

In general, a road train consists of a motor vehicle towing at least 2 trailers – although a B-double is not a road train.

The definition of a road train includes:

- a B-triple
- a combination that we have defined within the Operator's Guide as a road train, which is PBS-approved and complies with the Notice conditions.

Note:

- A dog trailer consisting of a converter dolly and a semitrailer counts as 1 trailer.
- A PBS road train is ineligible to operate under this Notice if approved with exemptions to prescribed:
 - mass and dimension or
 - vehicle standards requirements
- PBS approved road trains are not subject to this Notice and its conditions if operating under a PBS Notice or permit.

Tip: A road train must be listed as an eligible combination under the eligible vehicles tab to operate under this Notice.



Figure 1: Portal image of a B-triple road train



Figure 2: An example of a road train (AB-triple)

Exemptions

These exemptions only apply to the extent to which [conditions](#) are granted.

Application

The Notice applies to a road train that is a Class 2 road train under [s136](#) of the HVNL that is:

- a combination defined in the Notice; and
- complies with the conditions of the Notice; and
- complies with the conditions of the Schedule of the participating jurisdiction in which it is operating.

The Notice does not apply to:

- a road train that includes a prime mover with a tri-axle drive group; or
- a rigid truck combination that includes a tri-drive group.

A vehicle to which this section applies is an eligible road train.

Authorisation - stated areas or routes

An eligible vehicle accessing a stated map under a Schedule of the Notice must comply with conditions specified for that map in:

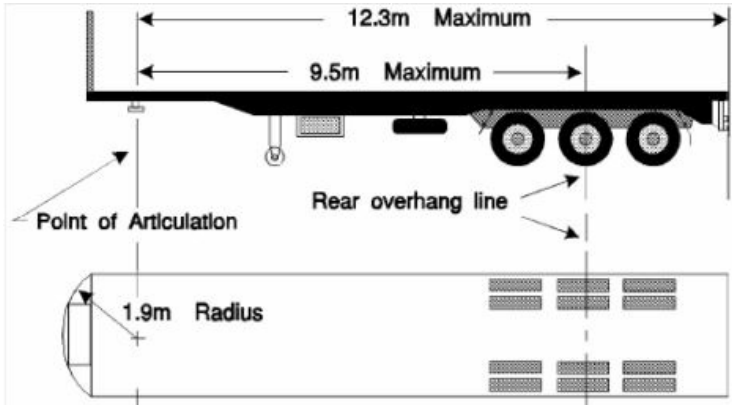
- the body of this Notice; and
- the Schedule in which the stated area or route is prescribed; and
- the Network and Mapping section of this Operator's Guide; and
- on the map or stated area or route itself.

Definitions

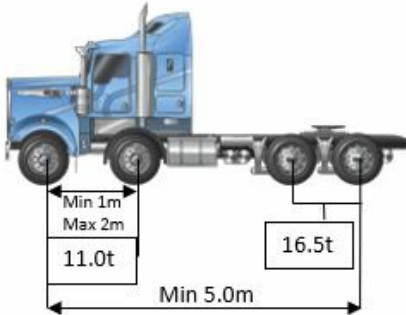
Unless otherwise stated, words and expressions used in this Operator's Guide have the same meanings as those defined in the [HVNL](#) and the Notice.

Term	Definition
A-double	<p>A-double means a heavy combination not longer than 36.5m consisting of a prime mover towing two trailers in which:</p> <ul style="list-style-type: none"> • the first semitrailer is connected to the prime mover by a roll coupled connection; and • the second trailer is a dog trailer. <p>A-doubles are sometimes called double road trains.</p>
A-triple	<p>A prime mover towing three semitrailers. The second and third semitrailers are each connected by a converter dolly.</p>
AAB-quad	<p>A prime mover towing four semitrailers. The first and fourth semitrailers are connected by a fifth wheel located towards the rear of the preceding semitrailer, and the second and third semitrailer is connected by a converter dolly.</p>
AB-triple	<p>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.</p> <p>AB-triples are sometimes called AB-doubles.</p>

Term	Definition
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
B-triple	<p>B-triple means a combination consisting of a prime mover towing three semitrailers, with—</p> <ul style="list-style-type: none"> • 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; and • the third semitrailer being mounted on the rear of the second semitrailer by a fifth wheel coupling on the second semitrailer.
B-triple - (modular)	<p>A B-triple that is not longer than 35m consisting of a prime mover with a single steer axle and a tandem drive axle, towing three tri-axle group semitrailers connected by fifth wheel couplings, where—</p> <ul style="list-style-type: none"> • the combination can form a compliant B-double if any one semitrailer is removed; and • the distance from the king pin of the first trailer to the rear of the combination is not longer than 29.6m; and • the prime mover is rated by the manufacturer for a startability of 10 per cent and a gradeability of 12 per cent; and • the prime mover is capable of maintaining a minimum speed of 70km/h on a one per cent grade at a Gross Combination Mass (GCM) rating of 84.5t; and • the prime mover must have an engine with a maximum power output of not less than 370 kW (500 horsepower (hp)).
BA-triple	<p>BA-triple means a heavy vehicle combination consisting of a prime mover towing three trailers in which;</p> <ul style="list-style-type: none"> • the first semitrailer is connected to the prime mover by a roll couples connection; and • the second trailer is a semitrailer that is connected to the second trailer by the roll coupled connection on the second; and • the third trailer is a dog trailer.
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.
Concessional mass limits (CML)	Concessional mass limits are mass exceptions that apply as an exception to the general mass limits. CML applies to certain heavy vehicles and the operator of the CML heavy vehicle must hold NHVAS Mass Management Accreditation and the vehicle must be nominated.
Converter dolly	Means a converter dolly with a roll coupled connection to the vehicle it is towing.
Complying steer axle vehicle	<p>A road train with a single steer axle is a complying steer axle vehicle, if the vehicle has all of the following:</p> <ul style="list-style-type: none"> • an engine complying with the emission control requirements contained in ADR 80/01 (Euro IV engine) or a later version of ADR 80 • a front underrun protection device that complies with UN ECE Regulation No. 93 or ADR 84 - Front Underrun Impact Protection • a cabin that complies with UN ECE Regulation No. 29 • appropriately rated tyres, axle and suspension to permit 6.5 tonnes on the steer axle • a gross vehicle mass (GVM) of 15 tonnes or more.

Term	Definition
Compliant semitrailer	<p>A semitrailer or dog trailer that measures not more than:</p> <ul style="list-style-type: none"> • 9.5m between coupling and middle of rear axle group; and • 12.3m between coupling and rear of trailer; and • 1.9m (radius) forward of coupling
	<p>Note: distances from the coupling are measured from the point of articulation, for semitrailers this is the kingpin, for dog trailers this is the point where the trailer attaches to the dolly.</p>
	 <p>The diagram illustrates the dimensions for a compliant semitrailer. It shows a side view of the trailer with a coupling at the front. A vertical line marks the 'Point of Articulation'. Two horizontal dimension lines are shown: one from the coupling to the middle of the rear axle group, labeled '9.5m Maximum', and another from the coupling to the rear end of the trailer, labeled '12.3m Maximum'. A third dimension line shows a '1.9m Radius' from the coupling to the front of the trailer. A 'Rear overhang line' is also indicated.</p>
Class 3	<p>A heavy is a Class 3 heavy vehicle if:</p> <ul style="list-style-type: none"> • it, together with its load, does not comply with a prescribed mass requirement or prescribed dimension requirement applying to it; and • it is not a Class 1 Heavy vehicle.
D-value	<p>D-value is a measure of a mechanical coupling's strength capacity. These values are calculated using methods described in relevant Australasian Standards. The Australasian Standards require a D-value to be permanently marked on a mechanical coupling by its manufacturer. Operators must ensure their road train's couplings have a sufficient D-value, as required by the Heavy Vehicle (Vehicle Standards) National Regulation.</p>
General mass limits (GML)	<p>The heavy vehicle general axle mass limits prescribed in the HVNL that apply to public roads in Australia unless otherwise limited by load restriction signs.</p>
Heavy Vehicle (Vehicle Standards) National Regulation	<p>This Regulation is made under the HVNL and prescribes the vehicle standards with which a single heavy vehicle or heavy combination must comply for its use on a road.</p>
Higher mass limits (HML)	<p>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).</p>
Load-sharing suspension system (of an axle group)	<p>Means a suspension system:</p> <ul style="list-style-type: none"> • built to divide the load between the tyres on the group so no tyre carries a mass more than 10% above the mass it would carry if the load were divided equally; and • with effective damping characteristics on all axles of the group
Livestock carriers	<p>A heavy vehicle or combination higher than 4.3m but not higher than 4.6m, built to carry cattle, sheep, pigs, goats or horses.</p> <p>They typically have two, three or four decks.</p>
Maximum speed limit	<p>The maximum speeds at which a road train may be operated at.</p> <p>A road train may not exceed a maximum speed limit – even if the posted speed limit is greater.</p>

Term	Definition
Participating jurisdictions	Australian Capital Territory, New South Wales, Queensland, South Australia and Victoria.
Posted speed limits	Indicated by sign posts on and varying from road to road. The road rules require that a road train not be operated above a posted speed limit.
Prime mover	A prime mover that: <ul style="list-style-type: none"> • has a tandem drive axle; and • has a roll coupled connection to the vehicle it is towing; and • is not a truck.
Rigid truck combination	A rigid truck towing two dog trailers.
Roll coupled connection	A coupling assembly on a vehicle, including a trailer, designed to connect and provide for articulation between it and another vehicle that: <ul style="list-style-type: none"> • limits roll between the trailer and towing unit; and • where on a vehicle for connection to the towed unit - has a coupling point that is above or forward of its rear axle group.
Specified semitrailers	A specified semitrailer is eligible that: <ul style="list-style-type: none"> • is not a Performance Based Standards vehicle, is no greater than 4.6m high and forms part of a: <ul style="list-style-type: none"> ◦ prime mover semitrailer; ◦ B-double; or ◦ B-triple. • has a deck height up to 1.2m for at least 50% of its deck length, and is equipped with an air suspension system and effective dampers; • operates at no greater than 90% of its applicable total combination mass limit.
Semitrailer	A trailer that has: <ul style="list-style-type: none"> • one 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.
Type 1 road train	One of the following combinations as defined under the Heavy Vehicle National Law - <i>National Class 2 Road Train Authorisation Notice</i> <ul style="list-style-type: none"> • A-double; or • AB-triple up to 36.5m in length; or • B-triple; or • B-triple (modular); or • in New South Wales only, a rigid truck combination up to 36.5m in length.
Type 2 road train	One of the following combinations as defined under the Heavy Vehicle National Law - <i>National Class 2 Road Train Authorisation Notice</i> : <ul style="list-style-type: none"> • A-triple; or • AB-triple up to 44m in length; or • ABB-quad; or • BAB-quad; or • rigid truck combination up to 47.5m in length.

Term	Definition
Twinsteer	<p>A hauling unit that is fitted with a tandem steering axle group.</p> <p>The tandem steer axle group is equipped with single tyres to both axles and connected to the same steering column. The axles are spaced at least 1m apart but no more than 2m apart.</p> <p>The figure below demonstrates the minimum axle spacing requirements of a prime mover fitted with a twinsteer axle group, required to obtain the maximum GML as 11t for load sharing.</p> 
Vehicle Carriers	A heavy vehicle that is a combination designed and built to carry vehicles on more than one deck that is higher than 4.3m but not higher than 4.6m.
Wheelbase	Wheelbase (or inner wheelbase) in relation to a vehicle, means the distance from the centre line of the vehicle's foremost axle to the rear overhang line.

Eligible vehicles



To be eligible to operate under the Notice, road trains must comply with all requirements of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation (MDL Regulation).




Combinations eligible to operate under the Notice are Type 1 and Type 2 road train combinations shown in Tables 1 and 2.

Note: The following Type 1 and Type 2 road train configurations must comply with the MDL Regulation, the Heavy Vehicle (Vehicle Standards) National Regulation (VS Regulation) and any condition under this Notice. Other than the drive group, axle groups shown in the images may vary, depending on the combination's axle configuration.

NHVR tip: Check your vehicle is compliant using the axle calculator under the resources tab.

Table 1: Type 1 Road Trains (up to 36.5m in length)

Type 1 Road Train Combination	Length limits (m)	State where operation is permitted			
		NSW	QLD	SA	VIC
<p>A-double</p> 	36.5*	✓	✓	✓	✓
<p>B-triple (Modular)</p> 	35.0	✓	✓	✓	✗

Type 1 Road Train Combination	Length limits (m)	State where operation is permitted			
		NSW	QLD	SA	VIC
B-triple 	36.5	✓	✓	✓	✗
AB-triple 	36.5	✓	✓	✓	✗
Rigid truck towing two trailers 	36.5	✓	✗	✓	✗

The eligibility of Type 1 road train combinations varies between states.

Type 2 road train combinations do not have access in Victoria.

*A separate and additional road network for A-doubles up to 30.0m long exists in South Australia only.

Table 2: Type 2 Road Trains (up to 53.5m in length)

Type 2 Road Train Combination	Length limits (m)	State where operation is permitted			
		NSW	QLD	SA	VIC
A-triple 	53.5	✓	✓	✓	✗
AB-triple 	44.0*	✓	✓	✓	✗
BAB-quad 	53.5	✓	✓	✓	✗
ABB-quad 	53.5	✓	✓	✓	✗

Type 2 Road Train Combination	Length limits (m)	State where operation is permitted			
		NSW	QLD	SA	VIC
Rigid truck towing two trailers 	47.5	✓	✓	✓	✗

Type 2 road trains are granted access as a group.

*A separate and additional road network for AB-triples up to 42.0m long exists in South Australia only.

Table 3: BA-triples in South Australia

Heavy vehicle and combinations	Vehicle image	Maximum length
BA-triple		44.0m

When travel is NOT allowed under this Notice - Click to expand

When is travel NOT permitted under this Notice?

Road trains must comply with prescribed mass and dimension requirements to operate under this Notice.

A road train is ineligible to operate under this Notice:

- If it does not meet prescribed mass and dimension requirements.
 - For more information on prescribed mass and dimension requirements, refer to the [NHVR General mass and dimension limits](#) webpage
- when travel would not comply with any Notice condition or approved route requirement, including eligible combinations
- if a PBS-approved road train is provided with exemptions to prescribed mass and dimension requirements.

Note: PBS vehicles are sometimes approved with exemptions to prescribed mass and dimension requirements. Those vehicles are ineligible to operate under this Notice. Those exemptions only apply to travel under their PBS authorisation (i.e. PBS notice or permit). A common example of a PBS dimension exemption allows a drawbar to be longer than the otherwise-prescribed 5m limit. A PBS vehicle with this type of exemption cannot operate under the National Road Train Notice.

Conditions

Notices are subject to conditions to ensure public safety, asset protection or to prevent adverse effects to the community such as noise, emission or traffic congestion.

Note: As much as possible, road train requirements nationally have been made uniform. However, it has been necessary to retain some state-specific conditions. These conditions apply to road trains operating on any and all roads within a given state. Please read and review the national dimension and mass requirements sections first, then consider the specific conditions sections below for state and council conditions.

National dimension - Click to expand

Unless a specific state condition is more restrictive, the following dimension limits apply nationally to an eligible combination.

Dimension requirements

The Notice provides no exemptions to general dimensions applying to road trains. These are the same requirements as those that apply to other Class 2 vehicles and are summarised in Table 3.

Note: There are some dimension requirements specific to road trains under the Notice, particularly the length limits for each eligible road train combination type as shown in Table 1 and Table 2.

Table 4: Dimension requirements for road trains

Type of dimension	Maximum dimension limit (metres)
Width	2.5m
Height	4.6m for livestock, car carriers and specified semitrailers
	4.3m for all other combinations
Rear overhang	3.7m or 60% of the wheelbase
Combination length limits	Refer to Table 1 (Type 1) and Table 2 (Type 2) in the 'Eligible Vehicles' section of this Operator's Guide

Note: For more information on prescribed dimensions, see [National heavy vehicle general dimension requirements](#)

Note: For more information about 4.6m high vehicles, see [Operating a 4.6m high heavy vehicle as a specified semitrailer and under other notices](#).

Trailer length limits

The Notice does not provide an exemption for trailer length. All trailers must comply with the same prescribed trailer dimension limits that apply to the compliant combinations (e.g. the semitrailer length limits in the MDL Regulation shown in Figure 3).

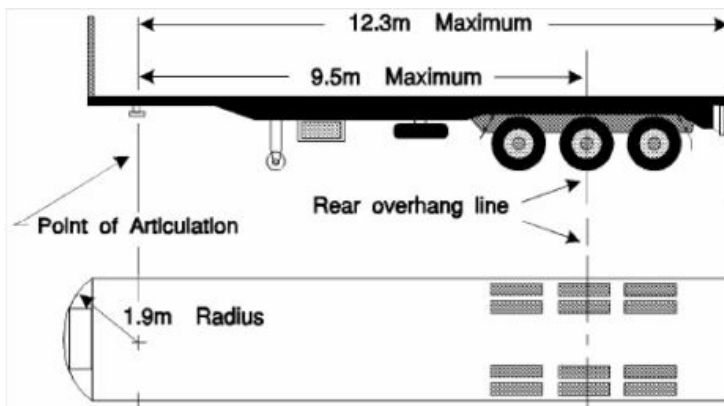


Figure 3: Example of a compliant semitrailer

National mass Limits - Click to expand

Mass requirements

Unless a specific state condition is more restrictive, the following mass limits apply nationally to an eligible combination.

General Mass Limits (GML)

The default mass limit provided by the Notice is GML.

GML applies to all heavy vehicles and is the stated allowable mass for a heavy vehicle axle group, unless the vehicle is operating under an accreditation or an exemption under the HVNL.






General mass requirements apply mass limits for the following:





- those specified by the vehicle manufacturer
- individual axles and axle groups (see Table 4)
- individual components (vehicles and trailers)
- the combination, including as determined by axle spacing requirements

Axle groups and mass limits

The maximum mass allowable axle or axle group mass limit under the Notice is summarised in Table 5. To be eligible to operate at Concessional Mass Limits (CML), the axle group must be eligible for the GML shown in Table 5.

Table 5: Mass limits of axles under GML and CML

Axle group/tyres	Axle	Axle/vehicle requirements	Tyre section width	Mass limit (t) GML	Mass limit (t) CML
		Default limit	N/A	6.0	
Steer axle		Complying Steer axle	Suitability rated	6.5	
		Road train steer axle	295-375 mm	6.5	
			At least 375 mm	7.1	
Single axle		Single tyres	Less than 375mm	6.0	
			375-450mm	6.7	
		Dual tyres	At least 450mm	7.0	
			N/A	9.0	
Twinsteer axle group		Non-load-sharing suspension system	N/A	10.0	
		Load-sharing suspension system	N/A	11.0	
Tandem axle group		Single tyres on all axles	Less than 375mm	11.0	11.5
			375-450mm	13.3	13.8
			at least 450mm	14.0	14.5
		Single tyres on one axle and dual tyres on the other axle	N/A	13.0	13.5
			Dual tyres on all axles	n/a	16.5
		Single tyres on all axles		Single tyres less than 375mm	15.0
At least 375 mm	20.0			21.0	

Axle group/tyres	Axle	Axle/vehicle requirements	Tyre section width	Mass limit (t) GML	Mass limit (t) CML
Tri-axle group		Combination of single and dual tyres	Single tyres less than 375mm	20.0	21.0
			Single tyres at least 375 mm	20.0	21.0
		Dual tyres on all axles	N/A	20.0	21.0
Quad-axle		Single tyres on all axles	Less than 375mm	15.0	
			At least 375mm	20.0	
Quad-axle		Dual tyres on all axles	N/A	20.0	

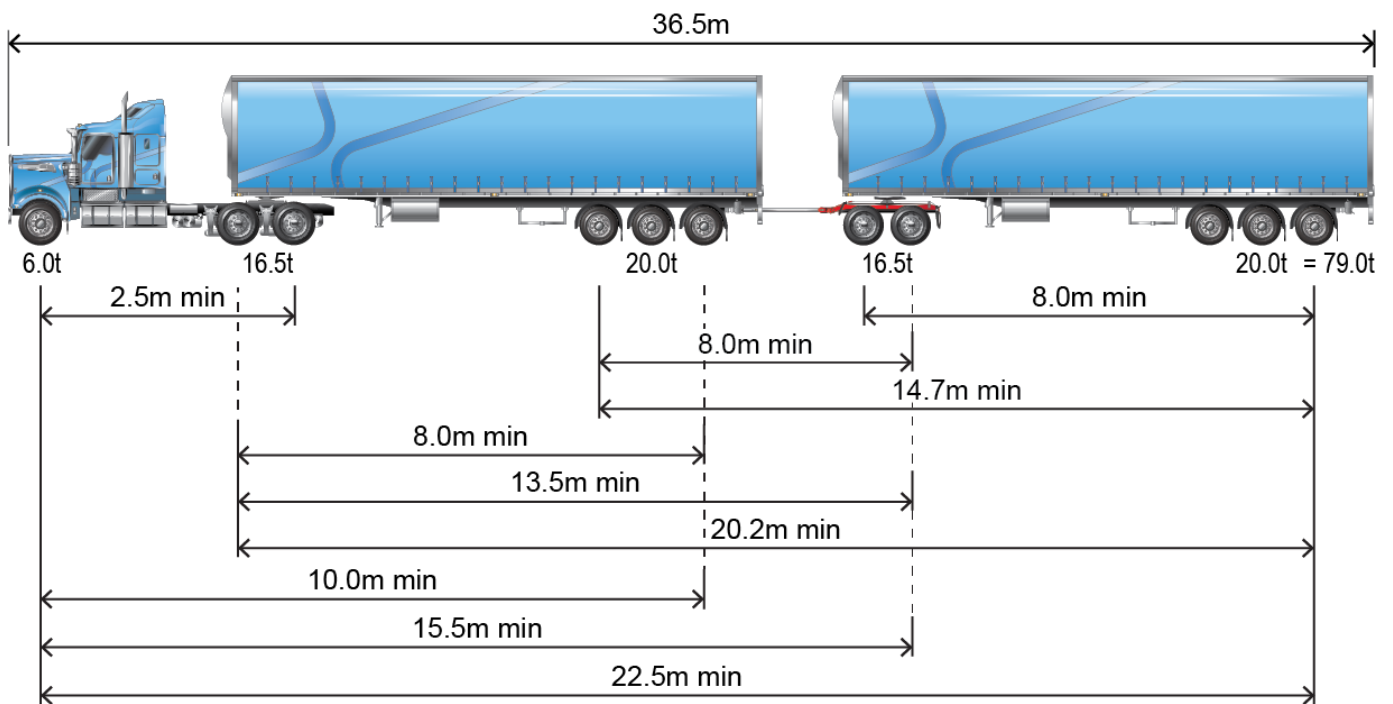
Restricted axles

The following axle groups are restricted in the Notice

- tri-axle drive groups - prohibited on any road trains operating under the Notice
- quad-axle groups - prohibited on any road trains operating under the Notice and when on state-controlled roads in Queensland only.

Axle mass spacing limits

In addition to complying with the mass and dimension requirements, road trains must comply with the **axle spacing mass limits road train** table provided under the MDL Regulation. The distance between axle groups determines the maximum allowable mass over those axle groups.



Note: Overall length and maximum spacing requirements apply.

Figure 4: Example of axle mass and spacing requirements

Road train steer mass limits

What are road train steer mass limits?

Road train steer axle mass limits are those at which prime movers can operate when forming part of a road train (see Table 6).

This Notice allows road train prime movers to operate at road train steer mass limits when used in any smaller (non-road train) eligible combinations under the Notice.

Table 6: Road train steer mass limits

Steer axle	Mass limit
With tyres of section width at less than 295mm, unless a complying steer vehicle	6.0t
With tyres of section width at least 295mm	6.5t
With tyres of section width at least 375mm	7.1t

One-tonne mass exception

An eligible combination with a tri-axle group operating under this Notice at GML can apply the one-tonne tri-axle mass exception (1TMTA).

1TMTA allows increased mass on tri-axle groups so they can be loaded up to 1t above the standard tri-axle group 20t GML. Any additional mass loaded onto each tri-axle group is offset onto another non-steer axle or other axle groups.

The 1TMTA does not permit any increase to a vehicle's maximum (total) mass but gives more flexibility in how mass may be distributed across axle groups.

Vehicles operating under the 1TMTA allowance can access the approved networks in New South Wales, South Australia and Victoria, unless travel is restricted by load limiting signs.

Note: For vehicles operating in Queensland, 1TMTA only applies where the approved routes covered by this Notice are also approved under the 1TMT network. Refer to the [Queensland Government Globe](#) to check approved roads.

For more information, see [1-Tonne Tri-Axle Mass Transfer Allowance information sheet](#).

Concessional Mass Limits (CML)

Road trains may also load to CML.

Operators wishing to benefit from the productivity gains of CML are required to become an NHVAS member, meet the 8 standards of compliance in the [NHVAS Accreditation module - Mass Management](#) and nominate vehicles to participate in the scheme.

CML authorises an increase mass to a nominated heavy vehicle by a maximum of 5% above the GML, subject to:

- 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.

To be eligible to operate at CML, the axle group must be eligible for the GML shown in Table 4.

For more information see [Concessional Mass Limits](#).

Higher Mass Limits (HML)

Road train operators seeking to operate under HML must comply with the conditions of the relevant HML Notice/Declaration.

For more information visit the [Higher Mass Limits](#) page or the 'Related Notices' tab of this Operator's Guide.

Local mass requirements

Operators must also comply with local mass requirements. These are shown on the maps detailing road train access. These local requirements reflect the limitations of specific road infrastructure. For example, a bridge load limit.

Livestock transport

This Notice provides GML and CML only. Operators should refer to the respective state livestock notice shown in the 'Related Notices' tab of this Operator's Guide.

Livestock transport-specific mass requirements vary between states. Table 7 provides a summary of related notice mass limits.

Table 7: Mass limits for livestock transport road trains by state

Jurisdiction	Livestock transport road train mass limits
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Jurisdiction

Livestock transport road train mass limits

New South Wales

Increased mass limits for livestock transport road trains under the:

- [New South Wales Class 3 Livestock Transportation Exemption Notice 2024 \(No.1\)](#)
- [New South Wales Class 3 Livestock Tri-axle Group Mass Limit Exemption Notice 2024 \(No.1\)](#)

Queensland

Increased mass limits for livestock transport road trains under the:

- [Queensland Class 3 Livestock Loading Exemption Notice 2024 \(No.1\)](#) 

South Australia

Increased mass limits for livestock transport road trains under the:

- [South Australian Class 3 Road Friendly Suspension Mass Exemption Notice 2023 \(No.1\)](#)

Victoria

No increased mass limits for livestock transport road trains.

Volumetric loading is permitted in South Australia and Victoria for some combination types, but not road trains.

More information is available on the NHVR website and on state road authority websites

New South Wales special conditions - Click to expand

Rigid truck and two trailers type 1 road trains

Must not exceed 79t.

Livestock transport

A type 1 A-double transporting livestock must be fitted with a tri-axle converter dolly and the converter dolly must not exceed GML when operating east of the Newell Highway. Details are published on Transport for New South Wales' road train access maps (see the 'Network and Mapping' section of this Operator's Guide).

Braking requirements

The following additional braking requirements apply in New South Wales:

- The prime mover of a B-triple or AB-triple must be fitted with an anti-lock braking system (ABS) complying with third edition Australian Design Rule (ADR) 64.
- A tank trailer forming part of any heavy vehicle combination and used to transport specified dangerous goods must be fitted with an electronic roll-over control system.

These requirements apply to heavy vehicles, irrespective of when they were built.

Queensland special conditions - Click to expand

Quad-axle groups

Quad-axle groups must not be fitted on any road trains while operating on state-controlled roads in Queensland.

Victorian special conditions - Click to expand

Eligible road trains

Eligible road trains under this Notice in Victoria are limited to A-doubles up to 36.5m. All other combinations will need to apply for a permit for access in Victoria.

Additional conditions to those described above apply to road train operation on a road-by-road basis. These are described on the individual roads as

displayed on the maps for road train access.

Other conditions - Click to expand

Warning signs

Road trains longer than 22m but not longer than 30m must display a long vehicle warning sign at the vehicle's rear (as shown in Figure 5).

Road trains longer than 30m must display a road train warning sign at the front and rear of the combination (as shown in Figure 6).

Warning sign requirements are described in the [NHVR's Vehicle Standards Guide \(VSG-19\)](#).



Figure 5: Example of a long vehicle sign



Figure 6: Example of a road train sign

Braking requirements

Most braking system requirements are made by the ADR to which the vehicle was constructed. A road train must continue to comply with those requirements.

The VS Regulation makes some additional requirements that apply to road train combinations. These include ensuring there is sufficient air pressure available in the braking system.

The ADRs have also mandated:

- anti-lock braking systems to be fitted on prime movers built from 1 January 2015
- vehicle stability control to be fitted on prime movers built from 1 July 2020
- rollover control systems to be fitted on heavy trailers built from 1 November 2019.

The ADRs' requirements apply to heavy vehicles operating in any state or territory in Australia.

Mechanical couplings and ratings

Mechanical couplings are the devices that connect one component vehicle of a combination to another. They include:

- fifth wheels, king pins and turntables
- pin-type couplings and drawbar eyes on converter dolly couplings.

Eligible road trains are defined in the Notice partly by the types of mechanical couplings with which they are fitted. A key difference between coupling types is their capacity to resist roll between the connected vehicles.

- Fifth-wheel assemblies that utilise two rotating plates are considered to be roll-coupled connections.
- Pin-type couplings and drawbar eyes - a feature of converter dollies - are not considered to be roll-coupled. The pin-type connection to the towing (forward) vehicle offers lesser resistance to roll.

Attachment of couplings and drawbar eyes on road trains

A drawbar-type coupling, or drawbar eye, used in a road train must be built and positioned so that:

- when the road train is moving, the drawbar can move at least 15° upwards or downwards from the position it occupies when the road train is parked on level ground; and
- the pivot point of the coupling is not more than 300mm forward of the rear of the trailer to which it is attached; and
- it is at a height of at least 800mm, but not more than 950mm, when the road train is unloaded and parked on level ground.

Key road train trailer couple strength requirements of ADR63/00

All road train trailers built from July 1991 onwards must comply with Australian Design Rule 63/00 - Trailers Designed for Use in Road Trains. ADR 63 requires that they be equipped with mechanical couplings meeting the standards and strength requirements shown in Table 8.

For road train trailers built before July 1991 and not subject to ADR 63/00, requirements made in the VS Regulation apply. Those include complying with the following Australasian Standards and updated/later versions of these:

- AS 2175-1990: Articulated Vehicles – Kingpins
- AS 2213-1984: 50mm Pin-Type Couplings and Drawbar Eyes for Trailers
- AS/NZS 4968.1:2003: Heavy road vehicles –Mechanical coupling between articulated vehicle combinations.

These Australasian Standards describe a method to - and require operators to - calculate coupling strength requirements (minimum D-values). Example calculations are shown in Table 9. Alternatively, values no less than those required by ADR 63/00 and shown in Table 8 are acceptable.

Table 8: Key road train trailer coupling strength requirements of ADR 63/00

Coupling type	Relevant Australian Standards	Minimum D-value (kN)
Fifth wheel assembly	1773-1990 Articulated Vehicles-Fifth Wheel Assemblies	162
Fifth wheel kingpins	2175-1990 Articulated Vehicles - Kingpins	162
Pin-type couplings and drawbar eyes	2213-1984 50mm Pin-Type Couplings and Drawbar Eyes for Trailers	186

Table 9: Examples of minimum coupling strength values calculated via the Australasian Standards

Combination type	Dolly converter	Minimum D-value (kN)
Rigid truck towing two trailers	Tandem axle	124
A-double	Tandem axle	128
A-triple	Tandem axle	161
	Tri-axle	172

Third party approvals

A third party is an entity with which consultation is required by either State or Commonwealth law, as a condition of operation or access.

Operators must secure all approvals from third parties such as electricity/utility companies, rail authorities and other third parties as part of their heavy vehicle operations.

For more information, visit the [Third party approvals](#) page.

Complying with the HVNL

Unless otherwise exempted by the Notice or this Operator's Guide, operators must ensure their vehicle or combination complies with the:

- [Australian Design Rules \(ADRs\)](#); and,
- [Heavy Vehicle National Law \(HVNL\)](#); and,
- [Heavy Vehicle \(Mass, Dimension and Loading\) National Regulation \(MDL\)](#); and,
- [Heavy Vehicle \(Vehicle Standards\) National Regulation \(VS Regulation\)](#).

Using or permitting another person to use a defective heavy vehicle or a heavy vehicle with unapproved modifications on a road may be an offence.

Failure to comply may result in the driver and/or operator being liable for an offence. [Penalties can include infringement notices](#) or [prosecution](#).

Speed limits

Unless specified in a notice, [road train speed limits](#) are determined by the state or territory road authority.

Chain of Responsibility (CoR)

Under the HVNL, every party in the Chain of Responsibility (CoR) has a positive duty to ensure the safety of their activities in relation to a heavy vehicle. This duty, known as the "primary duty", applies to the scheduling, loading and consigning of a vehicle, as well as to its operation on a road.

Safety is broader than the safety of drivers and other road users. It also includes protection of road infrastructure, preventing damage to other vehicles or property, and minimising environmental harm. Substantial penalties may be imposed upon parties who breach this obligation and upon their executives.

For more information on your CoR obligations visit [Chain of Responsibility](#) on the NHVR website.

Our [Regulatory Advice](#) offers guidance, tips and tools for managing a range of heavy vehicle safety risks.

The requirement to carry the Notice

Drivers do not need to carry a copy of the Notice.

Network and mapping

For the purposes of s142 of the HVNL, an area or route specified in the 'Network & Mapping' section of this Operator's Guide is a stated area or route to which this Notice applies. In addition to complying with the conditions stated in this Operator's Guide, operators must ensure compliance with the specific road manager access requirements set out below or in network maps.

Road trains may access the routes authorised under the Notice. Approved routes are a combination of areas (all roads within a defined area) and specific roads. These are described on maps published by each state government.

National Network Map



Certain authorised heavy vehicle road network maps for the Australian Capital Territory, New South Wales, Queensland, South Australia, and Victoria are published by the National Heavy Vehicle Regulator, through the [NHVR National Network Map](#). Additional information and guidance can be found on the [National Network Map](#) webpage.

Approved routes covered by the Notice

The following routes are approved for travel for vehicles eligible under the Notice and are available on the [NHVR National Network Map](#).

Approved routes covered by the Notice - Click to expand




Table 10: Type 1 Road train approved jurisdictional routes

Combination	New South Wales	Queensland	South Australia	Victoria
<p>A-Double up to 36.5m</p> 	<p>GML & CML Type 1 A-double Network</p>	<p>PBS 3A (up to Type 1 road trains) (RT1)</p> <p>RT2 route (Road Train Type 2 network)</p> <p>PBS 4A (up to Type 2 road trains) (RT2)</p> <p>RT2 route (Road Train Type 2 network)</p>	<p>A- Double up to 30m</p> <p>30m Road Train (GML)</p> <p>Commodity Routes - Road Train (Road Train GML)</p> <p>A-Double up to 36.5m</p> <p>36.5m Road Train (GML)</p> <p>Commodity Routes - Road Train (Road Train GML)</p>	<p>Victoria's Gazetted Road Train Network (northwest of Victoria, with access no further south than Ouyen and Swan Hill).</p>
<p>B-triple (Modular) up to 36.5m</p> 	<p>GML & CML Modular B-triple</p>	<p>PBS 3A (up to Type 1 road trains) (RT1)</p> <p>RT2 route (Road Train Type 2 network)</p> <p>PBS 4A (up to Type 2 road trains) (RT2)</p> <p>RT2 route (Road Train Type 2 network)</p>	<p>36.5m Road Train (GML)</p> <p>Commodity Routes - Road Train (Road Train GML)</p>	<p>Permit required</p>

Combination	New South Wales	Queensland	South Australia	Victoria
<p>B-triple up to 36.5m</p> 	GML & CML B-triple	<p>PBS 3A (up to Type 1 road trains) (RT1)</p> <p>RT2 route (Road Train Type 2 network)</p> <p>PBS 4A (up to Type 2 road trains) (RT2)</p> <p>RT2 route (Road Train Type 2 network)</p>	<p>36.5m Road Train (GML)</p> <p>Commodity Routes - Road Train (Road Train GML)</p>	Permit required
<p>AB-triple up to 36.5m</p> 	GML & CML AB-triple	<p>PBS 3A (up to Type 1 road trains) (RT1)</p> <p>RT2 route (Road Train Type 2 network)</p> <p>PBS 4A (up to Type 2 road trains) (RT2)</p> <p>RT2 route (Road Train Type 2 network)</p>	PBS Routes Level 3A	Permit required
<p>Rigid truck towing two trailers up to 36.5m</p> 	GML Type 1 Rigid Truck and 2 Dog Trailers	PBS approval is required for state-controlled roads.	<p>36.5m Road Train (GML)</p> <p>Commodity Routes - Road Train (Road Train GML)</p>	Permit required

Table 11: Type 2 Road train jurisdictional approved networks

Combination	New South Wales	Queensland	South Australia
<p>A-triple up to 53.5m</p> 	GML & CML Type 2 A-triple	<p>*PBS 4A (up to Type 2 road trains) (RT2)</p> <p>RT2 route (Road Train Type 2 network)</p>	53.5m Road Train (GML)
<p>AB-triple</p> 	GML & CML Type 2 A-triple	<p>*PBS 4A (up to Type 2 road trains) (RT2)</p> <p>RT2 route (Road Train Type 2 network)</p>	<p>Up to 42.0m</p> <p>PBS Routes Level 3B</p> <p>Up to 44.0m</p> <p>53.5m Road Train (GML)</p>

Combination	New South Wales	Queensland	South Australia
BAB-quad up to 53.5m 	GML & CML Type 2 A-triple	*PBS 4A (up to Type 2 road trains) (RT2) RT2 route (Road Train Type 2 network)	53.5m Road Train (GML)
ABB-quad up to 53.5m 	GML & CML Type 2 A-triple	*PBS 4A (up to Type 2 road trains) (RT2) RT2 route (Road Train Type 2 network)	53.5m Road Train (GML)
Rigid truck towing two trailers up to 47.5m 	GML & CML Type 2 A-triple	*PBS 4A (up to Type 2 road trains) (RT2) RT2 route (Road Train Type 2 network)	53.5m Road Train (GML)

* In Queensland, Type 2 road trains are approved for additional access. See 'Queensland Special Network Conditions' for conditions relating to Burke Development Road and Ootann Road.

Table 12: Networks for BA-triples in South Australia

BA-triple length	Network
Up to 36.5m	PBS Routes Level 3A (state-controlled roads only)
Up to 42.0m long	PBS Routes Level 3B (state-controlled roads only)
Up to 44.0m long	53.5m Road Train (HML) (state-controlled roads only)

New South Wales special network conditions - Click to expand

The maximum speed limit when operating under this Notice is 90km/h unless a traffic sign indicates a lesser speed limit.

Note: Regulation for road rules (such as speed limits), licensing and registration are a state and territory government responsibility. The HVNL does not provide the NHVR the power to exempt an operator from complying with the road rules.

Queensland special network conditions - Click to expand

Queensland special access for Type 2 Road train travelling on Burke Development Road and Ootann Road

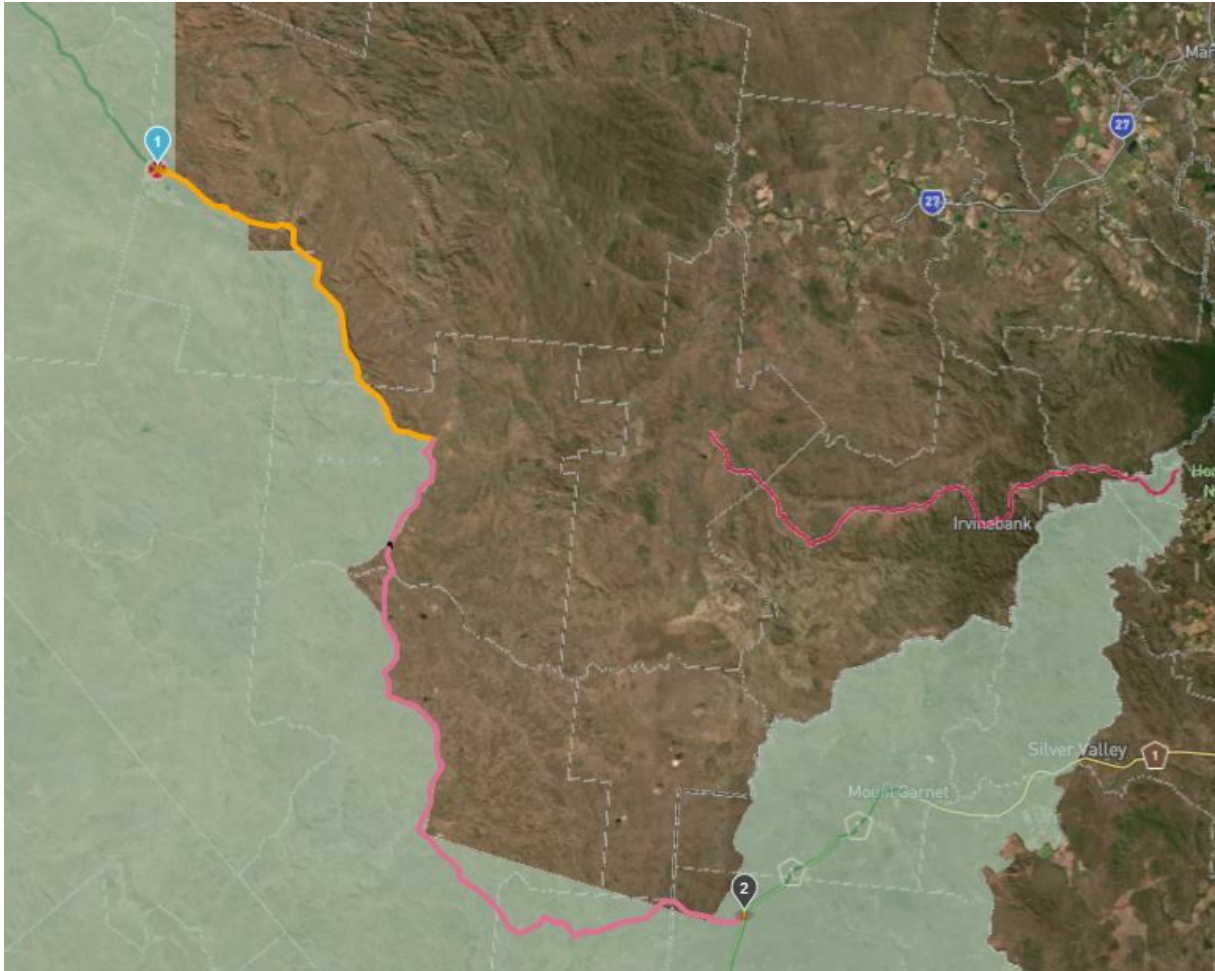
Special access is provided to Type 2 road trains operating in Queensland on the following route:

1. Burke Development Road Mungana (From the Type 2 Road train network on Burke Development Road Mungana to the intersection of Ootann road Almaden)
2. Ootann Road (Full length of road - From Burke Development Road intersection Almaden to Type 2 Road train network Kennedy Hwy Gunnawarra).

Special conditions for Burke Development Road and Ootann Road

The following conditions apply to Type 2 road trains travelling on Burke Development Road and Ootann Road:

1. The following section of [Schedule 8 of the MDL Regulation](#) applies to a Type 2 road train **travelling on Burke Development Road and Ootann Road** under this Notice, as though the eligible vehicle were a Class 1 vehicle:
 - [Part 3 \(Division 1\) Warning Lights](#) .
2. Operators must use a 'call point' contact system at signal points along the approved route. Contact should be made on UHF Channel 40.
3. The operator must stop and drop dust (dedust) before entering the boundaries of Chillagoe township.
 - **Note:** Dedusting is the process of tapping the wheel rim with a rubber mallet to remove excess dust from the rim. This process assists in reducing dust within the township.
4. Type 2 road trains are not to exceed a speed limit of 60km/h on:
 - unsealed sections of Burke Development Road between Chillagoe and the Ootann Road intersection; and
 - unsealed sections of Ootann Road.
5. Vehicles must be separated by a minimum distance of 2km and not operate in convoy.



Note: The approved access on Burke Development Road does not extend past the Ootann Road intersection. Access is not provided to Almaden township.

One-tonne mass exception

For vehicles operating in Queensland, 1TMTA only applies where the approved routes covered by this Notice are also approved for 1TMT network. Refer to the [Queensland Government Globe](#) to check approved roads.

For more information, see [1-Tonne Tri-Axle Mass Transfer Allowance information sheet](#) .

South Australian special network conditions - [Click to expand](#)

Commodity transport in South Australia

Dedicated road networks for road trains carrying certain commodities are available in South Australia.

These networks provide additional access, beyond that for the same combinations carrying goods other than the specified commodities.

Road trains eligible to operate on the South Australian Commodity networks are:

- A-doubles up to 36.5m long
- B-triples up to 36.5m long (including modular B-triples up to 35.0m long)
- rigid trucks towing two trailers up to 36.5m long.

Detailed information on local conditions for commodity-carrying road trains in South Australia is available on the [South Australian RAVNet Online Map](#) system.

Ceduna District Council

Road condition

An eligible vehicle must not operate on unsealed roads for routes in an area that has received greater than 15mm of rain in the preceding 24 hours of the rain event.

Speed restrictions

An eligible vehicle whether loaded or unloaded is restricted to the following speeds:

- **80km/h** on sealed Council maintained roads with speed limits posted above 80km/h;
- **70km/h** on unsealed Council maintained roads with speed limits posted above 60km/h;
- **40km/h** on all Council maintained roads with speed limits posted at 60km/h or lower.

Northern Areas Council

The maximum speed limit on sealed local council roads is 80km/h, unless a traffic sign or road rule indicates a lesser speed limit

The maximum speed limit on unsealed local council roads is 60km/h, unless a traffic sign or road rule indicates a lesser speed limit

On unsealed roads, travel is suspended during periods of prolonged rain within the 24 hours period after the rainfall event or when the road's surface is holding pooled water.

Note: When a prolonged rainfall event occurs, the restriction is applied to allow sufficient time for the road and road pavement to dry, preventing damage

Tips for using the jurisdictional maps - Click to expand

New South Wales maps

[New South Wales road train network](#)

Select the type of road train routes you are seeking to access from the menu on the left of the screen, choosing from:

- Type 1 A-double
- Modular B-triple
- B-triple
- AB-triple
- Type 2 A-triple
- Type 1 rigid truck and 2 dog trailers.

If your vehicle exceeds 4.3m in height, you will also need to add the 4.6m high vehicles approved routes.

The interactive RAV map offers pan/zoom, different map views, location search and access to local street images.

Routes and zones approved for travel are enabled or switched off by selecting the vehicle type using the radio buttons in the legend menu on the left-hand side.

Information about a particular route (e.g. travel restrictions) is accessed by clicking on the route, which will launch an information box that provides detailed information.

Queensland map

[Queensland Globe](#)

Queensland Globe Heavy Vehicle route and restrictions Topic

To access the Heavy vehicle route and restrictions,

1. Select the 'Topics' button.
2. Select 'Transport and motoring' topic.
3. Select the blue arrow.
4. Select 'Launch topic.'
5. Select 'Add to the globe.'

Tip: The Queensland Globe shows the approved heavy vehicle routes in Queensland. When accessing the map in Queensland Globe, the legend can be expanded by clicking on the arrow that appears on the right-hand side of the screen.

- Blue roads (designated 'RT1 route') show roads approved for access by Type 1 road trains.
- Pink roads (designated 'RT2 route') show roads approved for access by both Type 1 and Type 2 road trains.

Queensland Globe shaded areas

The Queensland shaded areas layer can be turned on after adding the heavy vehicle route and restrictions topics (instructions listed above).

1. Select the 'Layers' button.
2. Select the 'Multi-combination heavy vehicle operational areas.'

The Queensland Globe will show the approved heavy vehicle routes and corresponding areas on the map. Update the network view by selecting the designated route layer on the map to show:

- The button has turned blue, and the Globe will display blue and pink shaded areas.
 - Blue shaded areas (designated 'RT1 route') show roads and areas approved for access by Type 1 road trains.
 - Pink shaded areas (designated 'RT2 route') show roads and areas approved for access by both Type 1 and Type 2 road trains

Queensland Globe Restrictions

Restrictions are shown in the Queensland Globe. A restriction is signified by a blue or pink dot (depending on the selected network) at the road intersection. These are visible by zooming in on sections of approved routes on which restrictions apply.

Information on the restriction is viewed by doing the following:

1. Click on the blue/white spanner icon.
2. Select the 'Identify' icon that appears on the toolbar.
3. Select the route restriction required on the map. A layer menu will appear on the left-hand side of the screen.
4. Select the restriction from the menu panel. A features menu will open.
5. Select the condition. Its attributes will be displayed in the menu panel.

South Australia

South Australian Ravnet

Once you enter the online RAVnet map system, select the type of road train routes you are seeking to access from the menu on the left of the screen.

Options include:

- Road Train GML routes
 - 30m Road Train
 - 36.5m Road Train
 - 53.5m Road Train
- PBS Routes
 - Level 3A
 - Level 3B
- Commodity routes (road train).
 - Grain
 - Fertiliser
 - Hay & Bulk Stock Feed
 - Dairy Milk
 - Livestock
 - Logging & Timber
 - Wine
 - Wool
 - Fruit & Veg

The selected routes are displayed on the map. Approved roads are represented by black lines. Network restrictions are indicated by red dots with white crosses and green stars for level crossing restrictions. Click on the dots and stars to display the restriction.

South Australia has provided routes for road trains transporting specific commodity types. The routes provide additional access beyond those available for general road train operation. They are available at GML and CML only.

Commodity routes are represented by blue lines. Orange borders designate local government boundaries. Printing the map will produce a list of local government restrictions not visible on the interactive map.

Victoria

Victoria's Road train network map provides two options for operators:

1. [Victoria's Gazetted Road Train Network](#)
 - The approved network under the Notice.
2. Victoria's Permit Road Train Hay & Grain routes.
 - A permit is required to access this network. No access is provided by this Notice.

Each of the Victorian maps displays:

- approved routes of operation for eligible road trains
- any conditions and restrictions applicable to a given route

Conditions are displayed on the map via the:

- Information tab



- Legend tab



- Layer list



All of the routes allow the operation of road trains at GML and CML. Operators must still comply with any mass restrictions (e.g. as applied on a specific road).

Apply for road train permits - Click to expand

A road train permit is required for:

- travel on a road that is not authorised under this Notice; or
- for ineligible combinations including non-compliant road train combinations.

Note: If a road train configuration or axle group type is compliant with the MDL Regulation but is not covered under the Notice, it is still a Class 2 heavy vehicle.

For more information on when you may need a permit refer to the [NHVR Road train permit webpage](#).

AAB quads

AAB quad road trains are not covered under the Notice and require a permit to operate.

The maximum GCM varies depending on the axle configuration.

1. To apply for a Class 2 permit, the AAB quad road train must:
 - Not be longer than 53.5m; and
 - Meet the mass limit stated in Table 4 of Part 2 in relation to the axle spacing of the MDL Regulation.
2. AAB quad road trains that do not meet the MDL Regulation prescribed mass and/or dimension limits, require a Class 3 (miscellaneous) permit application.

Please note that if your vehicle is part of PBS, AAB quad road trains can be up to 60m. Different mass and dimension requirements to those prescribed in the MDL Regulation may apply.

BA-triples

BA-triple road train access is **limited to South Australia**. Access in other jurisdictions is currently under review.

Please refer to the South Australian special requirements when applying for a road train permit (below).

Tip: Still not sure whether you're covered under this Notice or need a permit for all or part of your route? [Contact us](#) for custom help with your unique situation.

Special jurisdictional requirements when applying for a road train permit

Victoria

For a road train application in Victoria, an operator must supply the vehicle's axle mass and spacing details. These can be provided in two ways:

- completing a custom road train application; or
- attaching a completed [additional axle mass and spacing form \(PDF, 290KB\)](#) to a standard road train application.

If the vehicle's axle mass and spacing details are not supplied with your application, the NHVR or the road manager may request the details through an information request. This would result in delays in processing your application.

South Australia

BA-triples

If access is required on local council roads that are not included in the network (state roads only), you will require a permit to operate.

You will need to submit an 'Area' application for each local council area, and plot the local roads required for your travel off the approved state network.

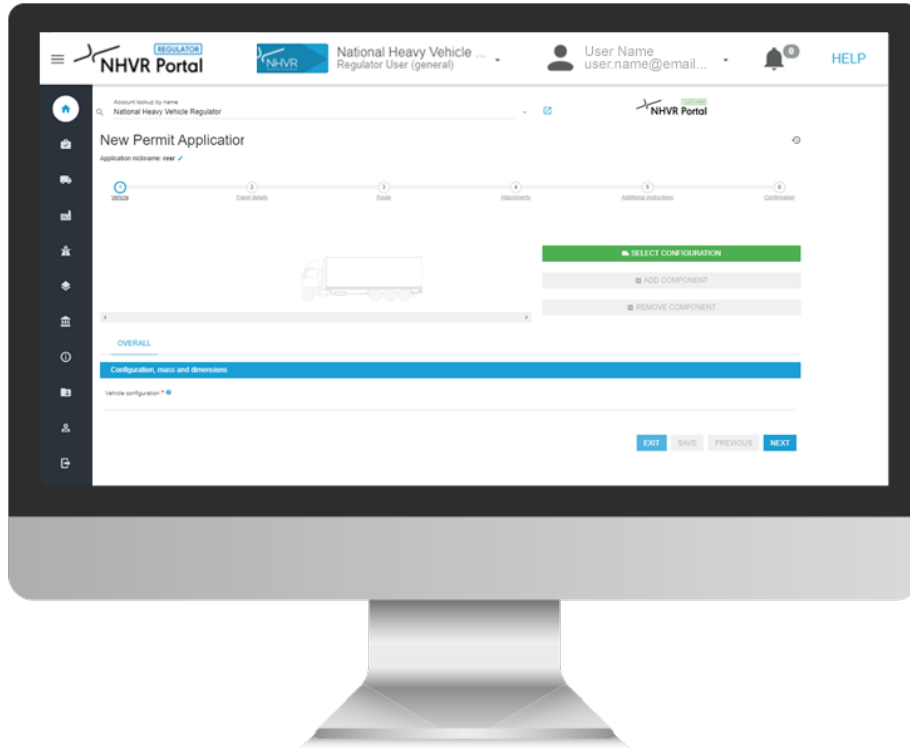
How to apply for a BA-triple permit

To begin your permit application, navigate to the [NHVR Portal](#). If you are not already registered, follow the prompts to set up an account.

Once registered, from the home screen, click on the ' *Application tracker*' tab and select the ' *NEW APPLICATION*' button and enter a reference for your application.

Note: Where you have an existing permit for an eligible configuration, select the ' *AMEND*' application button, which will require the permit number to be entered. Follow the prompts to add the additional routes required.

Step 1 - Click on the green ' *SELECT CONFIGURATION*' button and select the ' *Road train*' configuration from the list.



Note: Select the appropriate vehicle being a ' *Road Train (incl. HML), Road Train (Livestock), Road Train (Tanker).*'

- Once the correct configuration is selected, click on the ' *OVERALL*' tab and go to ' *Configuration, mass and dimensions.*'
 - select the appropriate road train configuration options, this will create an application at General Mass Limits (GML).
- Input the height (4.3m or 4.3m-4.6m).
- Input the length by selecting the appropriate option or adding the vehicle length under the ' *Other*' button.
 - for example, BA-triples in South Australia can select the ' *Other*' option and input 36.5m, 42m or 44m.
- In both the truck and trailer component images, you must tick the box " *I confirm selection of the correct component*" prior to proceeding to the ' *Travel details*' section of the application.

Step 2 - In the ' *Travel details*' section, enter the requested period (the period cannot exceed three years). Input the freight being carried under the ' *Description of load*', for example, grain, gravel or sand.

Step 3 - Navigate to the ' *Route*' section of the application. Select the ' *Route type*' as ' *Single Route*' or ' *Area*' - note that the route will need to connect to the approved network specified in the Notice.

- If an ' *Area*' application is selected the ' *Area Road Manager*' must be selected. Refer to [Routing - Single route and area difference](#) .
- Plot the route(s) required that link to the approved network.
- Select the ' *CONFIRM*' tab and add any additional information in the ' *Route notes*' section in support of your application. You must tick the box ' *I confirm that the list of roads and associated route notes accurately defines my route requirements for this application*' prior to proceeding to the next step of the application.

Step 4 - In the ' *Attachments*' section of the application, attach any required supporting documents or additional information.

Step 5 - The ' *Additional instructions*' section allows the nomination of an approved Portal member of your account (if you will not be the relevant contact for the application). Include any additional instructions required for the application.

Step 6 - In the ' *Confirmation*' stage ensure all details of the application have been reviewed and confirmed. The application can then be submitted with the appropriate payment.

For more information on applying for a permit refer to the NHVR [access permit applications webpage](#) , or [contact us](#).

Related notices

In this tab, you will find a list of National and State notices related to this [National Class 2 Road Train Authorisation Notice](#).





A related notice may coincide with the featured notice or provide alternatives for operators to find the appropriate notice to operate.




Related national notices

Jurisdiction	Notice
National	<p>National Class 2 4.6m high and/or 25m Long Vehicle Carrier Authorisation Notice 2024 (No.1)</p> <p>Authorises the use of Vehicle Carriers from 4.3 to 4.6 metres in height, or from 19 to 25 metres in length, or both, in stated areas or on stated routes, during stated hours of stated days and states the conditions under which these Vehicle Carriers may be used.</p>
	<p>National Class 2 Heavy Vehicle 4.6m High Livestock Carrier Authorisation Notice 2024 (No.1)</p> <p>Authorises the use of Livestock Carriers from 4.3 to 4.6 metres in height in stated areas or stated routes, during stated hours of stated days and to state the conditions under which these Livestock Carriers may be used.</p>
	<p>National Class 3 Drought Assistance Dimension Exemption Notice 2025 (No.1)</p> <p>Exempts eligible vehicles from complying with certain dimension requirements when transporting specified commodities for consumption by livestock in drought-affected areas.</p>
	<p>National Class 3 Heavy Vehicle 4.6m High by Construction Semitrailer Dimension Exemption Notice 2024 (No.1)</p> <p>Exempts a stated category of Class 3 heavy vehicles from the height limit stated in section 8 of Schedule 6 of the <i>Heavy Vehicle (Mass, Dimension and Loading) National Regulation</i>.</p> <p>Please note the following supporting document for this Notice:</p> <ul style="list-style-type: none">National Class 3 4.6m High Semitrailer Dimension Exemption Notices Operator's Guide
	<p>National Class 3 Mechanical Tarping and Safety Harness Systems Dimension Exemption Notice 2024 (No.1)</p> <p>Exempts a stated category of Class 3 heavy vehicles from the width limit in section 7(1) of Schedule 6 of the <i>Heavy Vehicle (Mass, Dimension and Loading) National Regulation</i>.</p>
	<p>National Class 3 Road Train Prime Mover Dimension and Mass Exemption Notice 2022 (No.1)</p> <p>Provides length exemption to eligible combinations under the Notice. It also provides flexibility for operators of road train prime movers to continue their travel when decoupling from a road train combination and to access networks when not operating as a road train.</p>
	<p>National Class 3 Vehicle Carrier Exemption Notice 2024 (No.1)</p> <p>Exempts the stated categories of Class 3 heavy vehicles from the stated dimension requirements of the <i>Heavy Vehicle (Mass, Dimension and Loading) National Regulation</i> specified in the Notice, subject to specified conditions.</p>
	<p>National Heavy Vehicle Standards (Road Train Non-Standard Coupling Height) Exemption Notice 2021 (No.1)</p> <p>Exempts a heavy vehicle to which it applies from specified requirements of the <i>Heavy Vehicle (Vehicle Standards) National Regulation</i>.</p>
	<p>National Heavy Vehicle Work and Rest Hours Exemption (Personal Use - Standard Hours) Notice 2024 (No.1)</p> <p>Exempts specified categories of permitted personal activity from the definition of work, with the intention that those activities are not counted as work time for a driver under Standard Hours.</p> <p>Please note the following supporting document for this Notice:</p> <ul style="list-style-type: none">Heavy Vehicle Advisory Publication - Personal use of fatigue-regulated heavy vehicles (PDF, 412KB)

Related state and territory notices

Jurisdiction	Notice
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Jurisdiction	Notice
New South Wales	<p data-bbox="244 147 1066 174">New South Wales Class 3 Livestock Transportation Exemption Notice 2024 (No.1)</p> <p data-bbox="244 197 1474 286">Provides mass exemptions that support the New South Wales Livestock Loading Scheme. This Notice works with the New South Wales Livestock Loading Scheme, and gives effect to the exemptions and conditions of that scheme. Compliance with the scheme is a condition of this Notice.</p> <p data-bbox="244 309 895 336">New South Wales Higher Mass Limits Declaration 2025 (No.1) </p> <p data-bbox="244 353 1501 416">Authorises the use of certain categories of heavy vehicles under higher mass limits on stated areas and routes and states the intelligent access conditions under which these heavy vehicles may be used.</p> <p data-bbox="244 434 874 461">Please note the following supporting document for this Notice:</p> <ul data-bbox="280 479 1198 506" style="list-style-type: none"> <li data-bbox="280 479 1198 506">• New South Wales Higher Mass Limits Declaration 2025 - Information Sheet (PDF, 312KB) <p data-bbox="244 524 1166 551">New South Wales Class 3 Baled Commodities Dimension Exemption Notice 2022 (No.1) </p> <p data-bbox="244 568 1501 631">Provides an exemption from height and width dimension requirements for certain configurations of heavy vehicle while they are transporting baled commodities.</p> <p data-bbox="244 649 884 676">Please note the following supporting documents for this Notice:</p> <ul data-bbox="280 694 1406 721" style="list-style-type: none"> <li data-bbox="280 694 1406 721">• New South Wales Class 3 Baled Commodities Dimension Exemption Notice Operator's Guide (PDF, 1.03MB) <p data-bbox="244 739 1161 766">New South Wales Class 3 Drought Assistance Dimension Exemption Notice 2023 (No.1) </p> <p data-bbox="244 784 1485 846">Exempts eligible vehicles from complying with certain dimension requirements when transporting baled or rolled hay to be used as fodder for consumption by livestock in declared drought-affected areas in New South Wales.</p> <p data-bbox="244 864 868 891">Please note the following supporting document for this Notice</p> <ul data-bbox="280 909 1406 936" style="list-style-type: none"> <li data-bbox="280 909 1406 936">• New South Wales Class 3 Baled Commodities Dimension Exemption Notice Operator's Guide (PDF, 1.03MB)
New South Wales and Queensland	<p data-bbox="244 994 1458 1021">New South Wales and Queensland Class 3 4.6m High Loaded Semi-Trailer Dimension Exemption Notice 2024 (No.1) </p> <p data-bbox="244 1039 1458 1102">Exempts a stated category of Class 3 heavy vehicles from the height limit stated in section 8 of Schedule 6 of the <i>Heavy Vehicle (Mass, Dimension and Loading) National Regulation</i>.</p> <p data-bbox="244 1120 874 1146">Please note the following supporting document for this Notice:</p> <ul data-bbox="280 1164 1198 1191" style="list-style-type: none"> <li data-bbox="280 1164 1198 1191">• National Class 3 4.6m High Semitrailer Dimension Exemption Notices Operator's Guide
New South Wales and Victoria	<p data-bbox="244 1240 1347 1267">New South Wales and Victoria Class 3 Long Livestock Semitrailer Deck Length Exemption Notice 2024 (No.1)</p> <p data-bbox="244 1285 1485 1348">Exempts semitrailers used to carry livestock from the limit on the deck length available for the carriage of animals stated in section 4(6) of Schedule 6 of the <i>Heavy Vehicle (Mass, Dimension and Loading) National Regulation</i>.</p>

Jurisdiction	Notice
Queensland	<p>Queensland Higher Mass Limits Declaration 2024 (No.1)</p> <p>Authorises heavy vehicles eligible to use Higher Mass Limits (HML) on stated areas and routes, during stated hours of stated days and to state the conditions under which they may be used.</p> <p>Queensland Class 2 Rockhampton Road Train Authorisation Notice 2025 (No.1) </p> <p>Authorises access for Class 2 heavy vehicles that are Type 1 road trains transporting cattle to Rockhampton abattoirs.</p> <p>Queensland Class 3 B-Double and Road Train (Carriage of Indivisible Items) Dimension Exemption Notice 2024 (No.1)</p> <p>Enables eligible B-doubles and road trains to transport large indivisible items in Queensland without the need for a permit, subject to meeting the Notice conditions.</p> <p>Queensland Class 3 Converter Dolly Combination Exemption Notice 2024 (No.1)</p> <p>Exempts Class 3 heavy vehicles towing an unladen converter dolly from the mass limit in Schedule 1, Part 1, Clause 2 (1)(a) (iv), and the dimension limit in Schedule 6, Part 2, Clause 3(1)(a) of the <i>Heavy Vehicle (Mass, Dimension and Loading) National Regulation</i>.</p> <p>Queensland Class 3 Heavy Unloaded Trailer and Converter Dolly Dimension Exemption Notice 2024 (No.1)</p> <p>Exempts Class 3 heavy vehicles that are semitrailers towed behind road train rated prime movers from the prescribed height dimension requirement in section 8(d) of Schedule 6 of the <i>Heavy Vehicle (Mass, Dimension and Loading) National Regulation</i>.</p> <p>Queensland Class 3 Heavy Vehicle Additional Concessional Mass Limits Exemption Notice 2024 (No.1)</p> <p>Exempts a stated category of Class 3 heavy vehicles from specified prescribed mass requirements in the <i>Heavy Vehicle (Mass, Dimension and Loading) National Regulation</i> to permit such vehicles additional mass under the concessional mass limits.</p> <p>Queensland Class 3 Livestock Loading Exemption Notice 2024 (No.1) </p> <p>Provides mass dimension exemptions that support the Queensland Livestock Loading Scheme. This Notice is intended to work with the Queensland Livestock Loading Scheme, and compliance with that Scheme is a condition of exemptions contained in this Notice.</p> <p>Queensland Class 3 Rockhampton Road Train Mass Exemption Notice 2024 (No.1) </p> <p>Grants exemptions from mass requirements for Class 3 heavy vehicles that are Type 1 road trains operating under the Queensland Livestock Loading Scheme transporting cattle to abattoirs in Rockhampton.</p> <p>Please note the following supporting document for this Notice:</p> <ul style="list-style-type: none"> • Clarification of Queensland Livestock Loading Scheme Conditions (PDF, 173KB) • Queensland Class 3 Livestock Loading Exemption Notice Operators Guide

South Australia	<p>South Australian Class 3 Road Friendly Suspension Mass Exemption Notice 2023 (No.1)</p> <p>Exempts certain heavy vehicles and combinations fitted with certified Road Friendly Suspension from mass requirements set out in the Heavy Vehicle (Mass Dimension and Loading) National Regulation, allowing operation at masses that are equivalent to Higher Mass Limits under the Heavy Vehicle National Law (HVNL). This Notice replaces the South Australia Class 3 (Application of Higher Mass Limits) Mass Exemption Notice.</p> <p>South Australia Class 3 Baled Commodity Exemption Notice 2024 (No.1)</p> <p>Provides an exemption from height and width dimension requirements for certain configurations of heavy vehicles while they are transporting baled commodities. Vehicles operating under this notice may operate up to the height and width limits specified, provided that they meet the specified conditions.</p> <p>South Australia Class 3 Road Train (North of Port Augusta) Dimension Exemption Notice 2024 (No.1)</p> <p>Provides access for road trains that exceed regulation dimensions travelling on limited routes.</p>
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Resources

Supporting information

- [Classes of heavy vehicles](#)
- [Concessional Mass Limits \(CML\)](#)
- [General mass and dimension limits](#)
- [Higher Mass Limits \(HML\)](#)
- [Operating a 4.6m high heavy vehicle as a specified semitrailer and under other notices information sheet \(PDF, 321KB\)](#)

- [Road train axle spacing mass limits](#)
- [Road train trailer requirements](#)

Vehicle Standards

For a complete list of Vehicle Standards Guide (VSG), please visit the [NHVR Vehicle Standards Guide webpage](#)

Key VSG for this Notice are listed below but are not limited to:

- VSG19 - Vehicle Warning Signs
- VSG31 - Road trains - Trailer coupling requirements

Vehicle Standards Bulletin

Key VSB for this Notice are listed below but are not limited to:

- [VSB6 - National Code of Practice Heavy Vehicle Modifications](#)
- [VSB12 - National Code of Practice Rear Marking Plates for all motor vehicles over 12t GVM and for all trailers over 10t GVM](#)

Third edition Australian Design Rules (ADRs)

The third edition ADRs are located on the [Department of Infrastructure, Transport, Regional Development and Communication website](#) . All ADRs' may be reviewed by visiting the website.

Key ADRs for this Notice are listed below but are not limited to:

- ADR 61—Vehicle Marking
- ADR 62—Mechanical Connections between Vehicles
- ADR 63—Trailers Designed for Use in Road Trains
- ADR 64—Heavy Goods Vehicles Designed for Use in Road Trains & B-Doubles
- ADR 65—Maximum Road Speed Limiting for Heavy Goods Vehicles and Heavy Omnibuses

Tools and calculators

Note: This information is intended to provide general guidance only and does not constitute legal advice. We encourage you to obtain independent advice about your legal obligations. If you have any feedback on the information provided please contact us at info@nhvr.gov.au

Road Train MDL Dimension and Axle Spacing Check Sheet

[Road Train MDL Dimension and Axle Spacing Check Sheet \(XLSX, 60KB\)](#)

Considerations

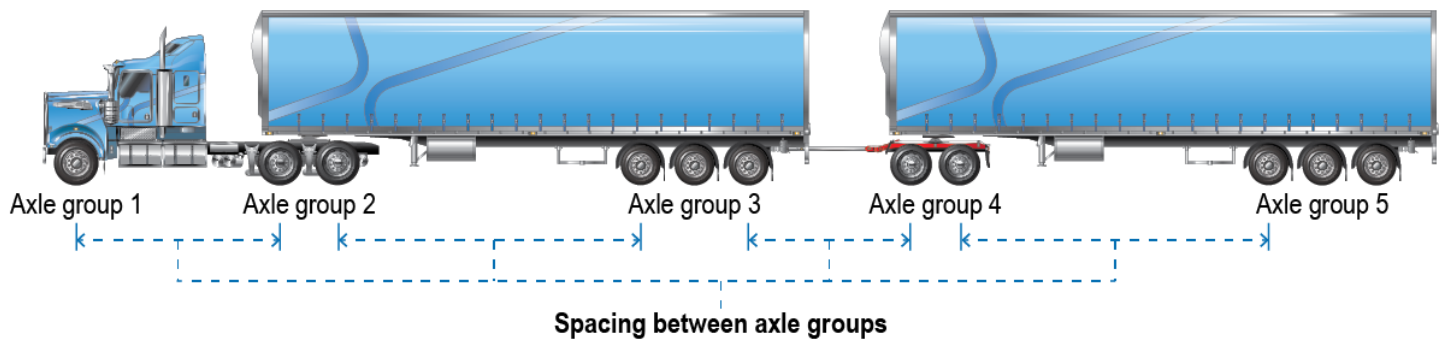
- All of the distances are in metres (m), for example, 1.2m and not 1200mm or 120cm
- All masses are in tonnes (t) and General Mass Limits (GML), even if requesting Higher Mass Limits (HML)
 - Steer: 6t
 - Tandem: 16.5t
 - Tri: 20.0t
- Distances for axle group length and spacing between axle groups are measured between the axle centres of the extreme axles of each group

Check sheet instructions

1. If required, open the 'Vehicle Dimensions' tab and enter vehicle length, height and width; This will show compliance with [Heavy Vehicle \(Mass, Dimension and Loading\) National Regulation \(MDL\) dimensions](#).
2. Count the number of axle groups (**Note: a single axle is one group**) and select tab for that number of axle groups
3. Enter the number of axles for each axle group in light grey boxes
4. Enter MDL GML axle/axle group mass (tonnes) for each axle/axle group in white boxes. (**Note: steer axle mass is recorded as 6t**)
5. In blue boxes, alternately record axle group length (metres) for each axle group (**Note: 0 for a single axle**) and distance between separate groups
6. Scroll across to right and compliance with MDL Schedule 1 tables is indicated as **PASS** or **FAIL**

Note: If the result is a **FAIL**, reducing masses at step 4 or increasing distances in step 5 could provide a **PASS** result. A **PASS** result means the given information complies with [Road train axle spacing mass limits](#) .

Example: 11 axle A-double (single steer, tandem drive prime mover, triaxle semi, tandem dolly, triaxle trailer) 5 axle groups and 4 spacings between groups. Distances for axle group length and spacing between axle groups are measured between the axle centres of the extreme axles of each group.



Changes and updates

Date	Summary	Links to resources and communications
9 September 2024	Update to Table 10: Type 1 Road train approved jurisdictional routes, Table 11: Type 2 Road train approved jurisdictional routes, and Table 12: Networks for BA-triples in South Australia to include correct naming and links from the National Network Map.	NHVR National Network Map
11 October 2023	Amendment to <i>Conditions</i> tab. The entire section of <i>National road train speed limits</i> including <i>Table 7: Road train maximum speed limits</i> and <i>Table 8 Summary of speed limit types</i> has been removed. Content has been moved into a separate webpage to help clarify that road train speed limits are determined by the state or territory road authority.	Road train speed limits
29 August 2023	Road conditions and speed restrictions added for Ceduna District Council in <i>Network and Mapping</i> under <i>South Australian special network conditions</i> .	
17 January 2022	How to apply for a permit instructions added to the <i>Network and Mapping</i> tab for South Australian BA-triples.	On The Road Issue 155 - January 17
16 December 2022	National Class 2 Road Train Authorisation Notice 2022 (No.3) published. Addition of BA-triples as eligible vehicles in South Australia only.	
14 September 2022	Amendment to the Queensland Road rule for B-triple speed limits updated.	NHVR Facebook post
1 July 2022	Amendment to include Type 2 Road train route in Queensland - Special access along Burke Development road and Ootann Road. Update to network and mapping tab.	On The Road Issue 143 - July 5
4 March 2022	Amendment to "What is a road train" in the <i>Overview</i> tab.	
4 February 2022	Publication of the Heavy Vehicle National Law National Class 2 Road Train Authorisation Notice 2022 (No. 1) - Amendment to Table 1 Queensland Networks for Road Trains in Schedule 2 Queensland. Amendment to Application section 7(2)(b).	https://www.legislation.gov.au/Details/C2022G00101

Date	Summary	Links to resources and communications
18 January 2022	The NHVR added a new tool to the online version of the Road Train Operator's Guide to help operators check if their axle spacings mass limits comply with the Heavy Vehicle MDL National Regulation	On the Road Issue 132 - 2 February 2022
13 December 2021	<p>The NHVR has released an online operator's guide for the National Class 2 Road Train Authorisation Notice 2020. The online operator's guide will replace the PDF guides with one mobile-responsive webpage.</p> <p>Feedback from industry confirmed it's much easier to find information in these online operator's guides, which can still be printed as a complete document if operators want to carry a paper copy in their trucks.</p>	On the Road Issue 130 - 14 December 2021
1 August 2020	Removal of maintenance management condition from South Australia	
4 June 2020	Publication of the Heavy Vehicle National Law National Class 2 Road Train Authorisation Notice 2020 (No. 1)	Expanded national road train network to unlock freight productivity

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