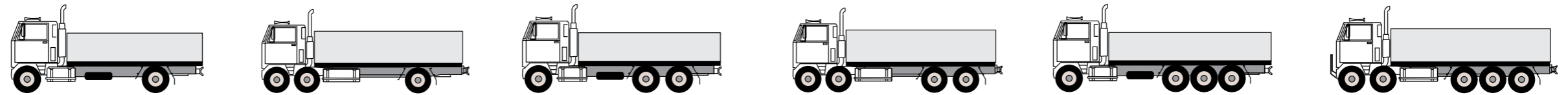


# MASS LIMITS FOR TRUCKS IN VICTORIA

## RIGIDS

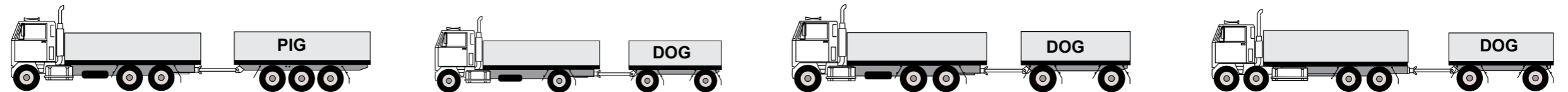


<b>GML –</b>	15.0 (6.0 + 9.0) (S)	20.0 (11.0* + 9.0)	22.5 (6.0 + 16.5) (S)	27.5 (11.0* + 16.5)	26.0 (6.0 + 20.0) (S)	31.0 (11.0* + 20.0)
<b>RFS –</b>	16.0 (6.0 + 10.0) (S)	21.0 (11.0* + 10.0)	23.0 (6.0 + 17.0) (S)	28.0 (11.0* + 17.0)	26.0 (6.0 + 20.0) (S)	31.0 (11.0* + 20.0)
<b>NHVAS CML –</b>			23.0 (6.0 + 17.0) (S)	28.0 (11.0* + 17.0)		
<b>NHVAS HML –</b>			23.0 (6.0 + 17.0) (S)	28.0 (11.0* + 17.0)		

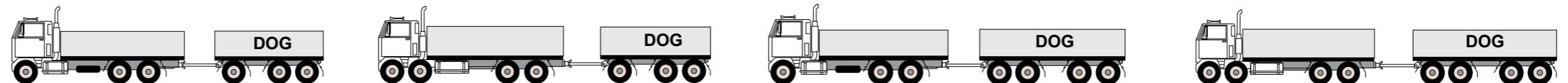
## TRUCK TRAILERS



<b>GML –</b>	23.5 (6.0 + 9.0 + 8.5) (S)	31.0 (6.0 + 16.5 + 8.5) (S)	30.0 (6.0 + 9.0 + 15.0) (S)	37.5 (6.0 + 16.5 + 15.0) (S)
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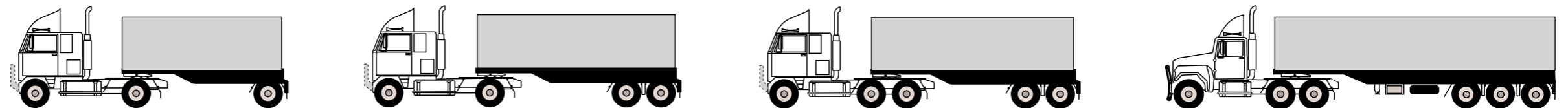


<b>GML –</b>	40.5 (6.0 + 16.5 + 18.0) (S)	30.0 (6.0 + 9.0 + 9.0 + 9.0)# (S)	40.5 (6.0 + 16.5 + 9.0 + 9.0) (S)	42.5 (11.0* + 16.5 + 9.0 + 9.0)
<b>NHVAS CML –</b>			41.0 (6.0 + 17.0 + 9.0 + 9.0) (S)	43.5 (11.0* + 17.0 + 9.0 + 9.0)



<b>GML –</b>	42.5 (6.0 + 16.5 + 9.0 + 16.5)# (S)	42.5 (11.0* + 16.5 + 9.0 + 16.5)	42.5 (6.0 + 16.5 + 16.5 + 16.5)# (S)	42.5 (11.0* + 16.5 + 16.5 + 16.5)#
<b>NHVAS CML –</b>	43.5 (6.0 + 17.0 + 9.0 + 17.0)# (S)	43.5 (11.0* + 17.0 + 9.0 + 17.0)	43.5 (6.0 + 17.0 + 17.0 + 17.0)# (S)	43.5 (11.0* + 17.0 + 17.0 + 17.0)#
<b>Air suspension –</b>	45.0 (6.0 + 16.5 + 9.0 + 16.5)# (S)	45.0 (11.0* + 16.5 + 9.0 + 16.5)	50.0 (6.0 + 16.5 + 16.5 + 16.5)# (S)	

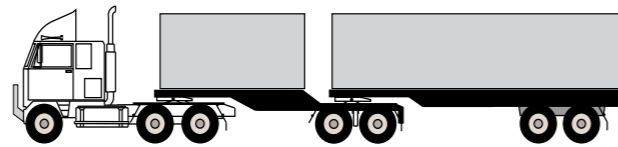
## SEMIS



<b>GML –</b>	24.0 (6.0 + 9.0 + 9.0) (S)	31.5 (6.0 + 9.0 + 16.5) (S)	39.0 (6.0 + 16.5 + 16.5) (S)	42.5 (6.0 + 16.5 + 20.0) (S)
<b>RFS –</b>	26.0 (6.0 + 10.0 + 10.0) (S)	33.0 (6.0 + 10.0 + 17.0) (S)	40.0 (6.0 + 17.0 + 17.0) (S)	43.0 (6.0 + 17.0 + 20.0) (S)
<b>NHVAS CML –</b>		32.0 (6.0 + 9.0 + 17.0) (S)	40.0 (6.0 + 17.0 + 17.0) (S)	43.5 (6.0 + 17.0 + 21.0) (S)
<b>NHVAS HML –</b>		33.0 (6.0 + 10.0 + 17.0) (S)	40.0 (6.0 + 17.0 + 17.0) (S)	45.5 (6.0 + 17.0 + 22.5)** (S)

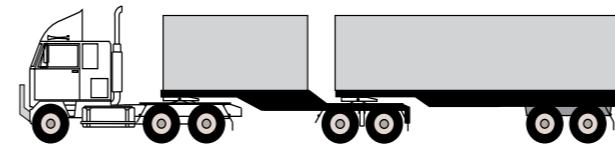
## B-DOUBLES

### Mini B-doubles (General Access) (Overall length 19.0 m or less)



GML –	50.0 (6.0 + 16.5 + 16.5 + 16.5) (S)
RFS –	50.0 (6.0 + 17.0 + 17.0 + 17.0) (S)

### Mini B-doubles (Approved routes only)

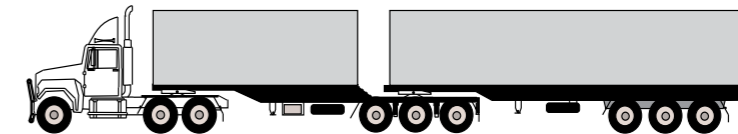
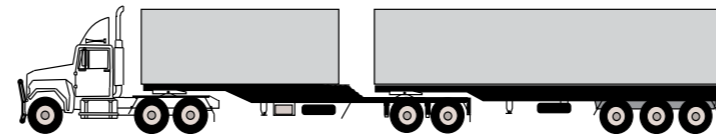
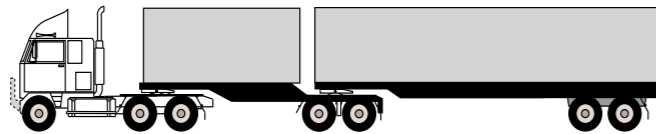


GML –	55.5 (6.0 + 16.5 + 16.5 + 16.5)** (S)
NHVAS CML –	57.0 (6.0 + 17.0 + 17.0 + 17.0)** (S)
NHVAS HML –	57.0 (6.0 + 17.0 + 17.0 + 17.0)** (S)
RFS –	57.0 (6.0 + 17.0 + 17.0 + 17.0)** (S)

Mass limits for tag type trailers are the same as pig trailers



### B-Doubles (Approved routes only)



GML –	55.5 (6.0 + 16.5 + 16.5 + 16.5)** (S)	59.0 (6.0 + 16.5 + 16.5 + 20.0)** (S)	62.5 (6.0 + 16.5 + 20.0 + 20.0)** (S)
RFS –	57.0 (6.0 + 17.0 + 17.0 + 17.0)** (S)	60.0 (6.0 + 17.0 + 17.0 + 20.0)** (S)	63.0 (6.0 + 17.0 + 20.0 + 20.0)** (S)
NHVAS CML –	57.0 (6.0 + 17.0 + 17.0 + 17.0)** (S)	61.0 (6.0 + 17.0 + 17.0 + 21.0)** (S)	64.5 (6.0 + 17.0 + 21.0 + 21.0)** (S)
NHVAS HML –	57.0 (6.0 + 17.0 + 17.0 + 17.0)** (S)	62.5 (6.0 + 17.0 + 17.0 + 22.5)** (S)	68.0 (6.0 + 17.0 + 22.5 + 22.5)** (S)

#### NOTES TO BE USED IN CONJUNCTION WITH THE CHART

- This chart is a guide to the maximum mass allowed. The actual mass allowed is the LESSER of the sum of the axle mass limits, the manufacturers ratings, the mass limits relating to axle group spacings and the regulatory mass limits.
- Vehicles with tri axles operating at Higher Mass Limits and B-doubles are only permitted on approved routes and must carry copies of the following information bulletins:
  - *B-doubles & Higher Mass Limits* information bulletin;
  - *Local Roads Approved for B-doubles & Higher Mass Limits Trucks*;
  - *Height Clearance on Roads* (for vehicles over 4.3 metres high);
  - *26 metres B-doubles* information bulletin for B-doubles between 25 and 26 metres in length; and
  - for non approved roads a specific permit must be issued by VicRoads to use that road.
- For the purpose of this chart all axle groups are fitted with 4 tyres per axle except for steer axle groups.

#### SYMBOLS TO BE USED IN CONJUNCTION WITH THE CHART

*	Subtract one tonne if twin-steer axle group is non load sharing
**	Approved routes only
#	Trailer mass must never exceed the truck mass except for a 4 axle dog trailer, which must not exceed 125% of the truck mass
(S)	These vehicles are allowed an additional 0.5 tonne on the steer axle, which adds 0.5 tonne to the permitted gross mass (see example below), if they comply with all of the following: <ul style="list-style-type: none"> <li>• Euro 4 engine as required in ADR 80/01 and ADR 80/02 or later versions;</li> <li>• Front Underrun Protection Device (FUPS) (UN ECE Regulation No 93);</li> <li>• Increased cabin strength (UN ECE Regulation No 29);</li> <li>• A manufacturers GVM greater than 15 tonnes; and</li> <li>• The vehicle is appropriately rated.</li> </ul> E.g. (6.5 + 16.5 + 20) = 43.0 (an increase of 0.5 tonne in gross weight does not require an increase in axle spacings)

#### HOW TO READ THE CHART

15.0	(6.0 + 9.0)	** (S)
↑	↑	↑
Gross Weight	Individual axle Weights	Refer to symbols

#### LEGEND

GML	- General Mass Limits
RFS	- Certified Road Friendly Suspension
NHVAS CML	- National Heavy Vehicle Accreditation Scheme Concessional Mass Limits
NHVAS HML	- National Heavy Vehicle Accreditation Scheme Higher Mass Limits

#### FURTHER INFORMATION

This chart is a summary only. Detailed information about vehicle mass and any later versions of this chart can be obtained from the VicRoads website: [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au)