GTSN TRUCK BOOK

Version 6.0 – September 2026

For Questions, phone 1800 472 467 (opt 2)

Grain Transport Safety Network

WWW.GTSN.COM.AU

Quick Navigation by Top 10 Truck Codes

Truck Type	Truck Code	Image	Description	Page No.
Truck & Dog Trailer	16		3 Axle Rigid Truck and 3 Axle Dog Trailer	62
	76		3 Axle Rigid Truck and 4 Axle Dog Trailer	70
	87		3 Axle Rigid Truck and 5 Axle Dog Trailer	71
Semitrailer	12		6 Axle Semitrailer	93
B-double	83		7 Axle B-double	103
	68		9 Axle B-double	102
Road train	28		11 Axle Road train (A-Double)	122
	91		12 Axle Road train (A-Double)	125
AB-triple	88		14 Axle AB-triple Road train and 2 Axle Dolly	113
	96		15 Axle AB-triple Road train and 3 Axle Dolly	116

Quick Navigation by Truck Type

4.1	Rigid Trucks	Page 50	3 Axle Rigid Truck
4.2	Truck & Dogs	Page 57	3 Axle Rigid Truck and 4 Axle Dog Trailer
4.3	Truck and Pig Trailers	Page 77	3 Axle Rigid Truck and 2 Axle Pig Trailer
4.4	Semitrailers	Page 87	6 Axle Semitrailer
4.5	B-doubles	Page 99	9 Axle B-double
4.6	AB-triples	Page 107	14 Axle AB-triple Road train and 2 Axle Dolly
4.7	Type 1 Road Trains	Page 118	11 Axle Road Train
4.8	B-triples	Page 130	12 Axle B-triple Road Train
4.9	Type 1 Road Trains with Dog Trailers	Page 135	3 Axle Rigid Truck and 2 x 4 Axle Dog Trailers (Road Train)
4.10	Type 2 Road Trains	Page 153	18 Axle 3 Axle Dolly Road Train (Type 2)
4.11	Type 2 Quads	Page 159	18 Axle ABB-quad Road Train and 3 Axle Dolly

Or use the **Truck Code Quick Lookup Table (by number)** on pages 170 to 176.

Table of Contents

QUICK NAVIGATION BY TOP 10 TRUCK CODES **1**
QUICK NAVIGATION BY TRUCK TYPE **2**
1 INTRODUCTION **6**
1.1 Purpose 6
1.2 The GTSN Truck Chart 7
1.3 How to use the truck book 8
1.4 What does the law say? 10
1.5 Who is a party in the chain of responsibility? 10
1.6 What are the risks? 11
1.7 How to control the risk? 11
1.8 Search tips and useful links 12
1.9 Legal disclaimer 12
2 PROCEDURAL GUIDELINES **14**
2.1 Accurate information recording 14
2.2 Truck registration checking 14
2.3 Primary producer plates 15
2.4 Mass management guidelines 15
2.4.1 Loading trucks without weighing facilities *15*
2.4.2 Managing trucks that exceed legal mass limits *15*
2.4.3 Axle/axle group weights for grain *16*
2.4.4 Weighbridge certification *16*
2.4.5 Trucks driving on public roads between load point and weighbridge *16*
2.4.6 Splitting trucks *16*
2.4.7 Split Weighing Trucks *16*
2.5 Hygiene 17
2.6 Truck driver site inductions 18
2.6.1 Health and safety risks *18*
2.6.2 Operating equipment *18*
2.6.3 PPE and other requirements *18*
2.7 Vehicle standards 19
2.7.1 Convertible trailers *19*
2.7.2 Tailgate chains *19*
2.7.3 High sided trailers *19*
3 TECHNICAL INFORMATION **20**
3.1 NHVR Online Tools 20
3.1.1 AVM Search *20*
3.1.2 Rego Checker App *21*
3.2 Truck length, heavy vehicle access and NHVR Access Permits 21
3.2.1 Sharing Access Permits *23*
3.3 GVM, GCM and legal mass limits 23
3.4 Steer Allowances 25
3.4.1 0.5 tonne Steer Allowance *25*
3.4.2 1.0 Tonne Steer Allowance for ADR 80/04 (Euro VI) Prime Movers and Rigid Trucks *26*
3.4.3 1.1 tonne steer allowance for Road Trains and AB-triples *27*
3.4.4 1.1 tonne steer allowance for Semi-Trailers and B-doubles *27*
3.4.5 Checking for Super Single Tyres for the 1.1 tonne steer concession *28*
3.5 Heavy Vehicle Accreditation (HVA) and National Heavy Vehicle Accreditation Scheme (NHVAS) 29
3.6 Higher Mass Limits (HML) 30
3.6.1 HML access permits *32*

3.6.2 Qld 500 metre operation off the National Land Transport Network (NLTN) ... 32
3.7 National Class 2 B-double Authorisation Notice 2026 (No.1) ... 33
3.8 National Class 2 Road Train Authorisation Notice 2026 (No.1) ... 33
3.9 Performance Based Standards (PBS) ... 33
3.10 National Class 2 PBS Level 1 & 2A Truck and Dog Trailer Authorisation Notice ... 34
3.11 National Class 2 (Tier 1) Performance Based Standards Notice ... 35
3.12 Queensland Performance Based Standards A-Doubles East of the Great Dividing Range ... 35
3.13 National Class 2 Performance Based Standards (High Productivity) Authorisation Notice ... 36
3.13.1 NSW ... 36
3.13.2 Victoria ... 37
3.13.3 South Australia ... 39
3.14 National Class 3 Truck and Dog Trailer Mass Exemption Notice ... 41
3.15 National Class 3 20m Long 3-axle Truck and 4-axle Dog Trailer Mass and Dimension Exemption Notice 42
3.16 South Australian 23 metre truck and dog notice ... 42
3.17 Victoria Hay & Grain Network ... 42
3.18 Road friendly suspension (RFS) ... 43
3.19 Grain Harvest Management Scheme (GHMS) ... 44
3.19.1 Queensland GHMS ... 44
3.19.2 New South Wales GHMS ... 45
3.19.3 NSW Farm Gate Scheme ... 45
3.19.4 Victorian GHMS ... 46
3.19.5 South Australian GHMS ... 46
3.20 National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice ... 47
4 DETAILED TRUCK CODES (BY TRUCK TYPE) ... 49
4.1 Rigid Trucks ... 50
4.2 Truck & Dogs ... 57
4.3 Truck and Pig Trailers ... 77
4.4 Semitrailers ... 87
4.5 B-doubles ... 99
4.6 AB-triples ... 107
4.7 Type 1 Road Trains ... 118
4.8 B-triples ... 130
4.9 Type 1 Road Trains with Dog Trailers ... 135
4.10 Type 2 Road Trains ... 153
4.11 Type 2 Quads ... 159
5 KEY TERMS & DEFINITIONS ... 164
6 TRUCK CODE QUICK LOOKUP TABLE (BY NUMBER) ... 170
7 ARCHIVED TRUCK CODES ... 177
8 ACKNOWLEDGEMENTS ... 180

List of Figures

Figure 1: GTSN Truck Chart 7
Figure 2: Example table showing mass limits for truck code 12 – 6 Axle Semitrailer 8
Figure 3: Acronyms used in the truck tables 8
Figure 4: Semitrailer and dolly weighed with dolly off the weighbridge 17
Figure 5: NHVR App logo in App Store 20
Figure 6: Screenshot of NHVR AVM website (with results of search blacked out) 20
Figure 7: NHVR Rego Checker App Examples (with confidential information removed) 21
Figure 8: Truck types requiring NHVR access permits 22
Figure 9: Example NHVR access permit on roads that are not gazetted 22
Figure 10: Case study of how to determine the GML of a heavy vehicle combination 24
Figure 11: Truck fitted with FUPs bar 26
Figure 12: FUPs bar compliance plates 26
Figure 13: Semitrailer and dolly weighed with dolly off the weighbridge 27
Figure 14: State networks for Semi-Trailers and B-double for the 1.1 tonne steer allowance 27
Figure 15: Truck Code 12 example of networks where the 1.1 tonne steer applies 28
Figure 16: Comparison of tyre sizes 28
Figure 17: Example NHVAS sticker 29
Figure 18: Example HVA sticker 29
Figure 19: Example NHVAS Certificate of Accreditation (confidential information blacked out) 29
Figure 20: NHVR IAP Certificate 30
Figure 21: NHVR IAP certificate (cont.) with truck details 31
Figure 22: RMS NSW IAP Certificate 31
Figure 23: An NHVR issued Interim Intelligent Access Condition (IAC) 31
Figure 24: Telematics Monitoring Application Certificate 31
Figure 25: Queensland Higher Mass Limits Declaration 32
Figure 26: National Land Transport Network Map (Qld) 32
Figure 27: NHVR PBS Approval 34
Figure 28: NSW PBS 2B Road Network on the NHVR National Network Map 37
Figure 29: Restricted Access Mass Limits on the NHVR National Network Map 38
Figure 30: Victoria PBS Level 2B Mass - General Freight Road Network on the NHVR National Network Map 38
Figure 31: PBS Level 3A General Freight – AB-triple (up to 36.5m) Network on the NHVR National Network Map 39
Figure 32: South Australia PBS Level 2B Network on the NHVR National Network Map 40
Figure 33: South Australia PBS Level 3A General Freight Network on the NHVR National Network Map 41
Figure 34: National Class 3 Heavy Vehicle 19m Truck and Dog Combinations 41
Figure 35: Victoria Hay & Grain Network for Road Trains and AB-triples on the NHVR National Network Map 43
Figure 36: Example twin steer truck (Code 73 – 4 Axle Twin Steer Rigid Truck & 4 Axle Dog Trailer) 44
Figure 35: AgForce Qld GHMS sticker 44
Figure 38: NSW Farm Gate Map with Participating Councils (August 2025) 46

1 Introduction

The Grain Transport Safety Network (GTSN) developed this Truck Book to help ensure trucks are loaded within legal mass limits and to reduce public risks from overloaded or oversized heavy vehicles on our roads.

The GTSN brings together grain supply chain participants, including loaders, unloaders, freight providers, end users, growers, and government and statutory authorities, to improve awareness of grain transport risks and support the safe movement of grain by heavy vehicles.

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

1.1 Purpose

This Truck Book helps loaders, unloaders and operators identify the mass requirements that apply to bulk grain trucks. It supports legal loading and helps reduce public risks from overloaded heavy vehicles on our roads.

To simplify truck mass limit identification, the GTSN also publishes a Truck Chart showing the 10 most used grain truck types (Figure 1: GTSN Truck Chart). Each truck type has a truck code for easy identification and reference. This Truck Book supports the Truck Chart by providing more detailed information on the range of heavy vehicles used to transport grain and their mass requirements.

GTSN members periodically review truck volumes to confirm the top truck codes for the Truck Chart and ensure this Truck Book covers all relevant heavy vehicle combinations. New truck code requests should be emailed to enquiry@gtsn.com.au.

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

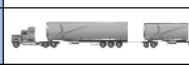
1.2 The GTSN Truck Chart

The GTSN Truck Chart summarises the most used grain trucks (see Figure 1) and should be the first reference point for understanding grain truck mass limits.

Figure 1: GTSN Truck Chart

Grain Transport Safety Network Truck Chart

Maximum Length		19.0m up to 20.0m[1]	26.0m	36.5m

Category	Code	Image	Description	GML	GML + Notice[2]	HML[3]	0.5t Steer[4]	1.0t Steer[5]	1.1t Steer[6]	Grain Harvest Management QLD[7]	NSW[8]	VIC[9]	SA[10]
Truck & Dog Trailer	16		3 Axle Rigid Truck and 3 Axle Dog Trailer[11]	43.50	45.00 NSW = 48.00t		✓	✓		45.70	44.63		45.60
	76		3 Axle Rigid Truck and 4 Axle Dog Trailer[11]	43.50	50.00[12] 55.50[13] 57.50[14]		✓	✓		45.70	44.63	44.60	45.60
	87		3 Axle Rigid Truck and 5 Axle Dog Trailer	PBS truck: Refer footnote[11]									
Semitrailer	12		6 Axle Semitrailer	43.50		45.50	✓	✓		45.70	44.63	44.60	G 45.60 H 47.70
B-double	83		7 Axle B-double	57.00	51.00[16]		✓	✓	✓[15]	59.66[17]	57.00	58.30	59.80
	68		9 Axle B-double	64.50		68.00	✓	✓		67.19	65.63	65.60	G 67.70 H 71.40
Road train	28		11 Axle Road train (A-double)	81.00		85.00	✓	✓	✓	84.93	83.00		G 85.00 H 89.20
	91		12 Axle Road train (A-double)	84.50		90.50	✓	✓	✓	88.69	86.63		G 88.70 H 95.00
AB-triple	88		14 Axle AB-triple Road train with 2 Axle Dolly	101.00 Qld = +1.00t		107.50	✓	✓	✓	106.43	104.00		G 106.00 H 112.80
	96		15 Axle AB-triple Road train with 3 Axle Dolly	104.50 Qld = +1.00t		113.00	✓	✓	✓	110.19	107.63		G 109.70 H 118.60

All gross combination mass limits are in tonnes
GML = General Mass Limit
HML = Higher Mass Limit. Requires HVA/NHVAS Mass accreditation, HML network access (notice or permit), and TMA or IAP in NSW and Qld.
Mass Limits shown are the maximum permitted masses. Where the vehicle's Gross Combination Mass (**GCM**) or Gross Vehicle Mass (**GVM**) rating is lower, the lower rating applies.
Disclaimer: This information is provided as a guide only. Operators are responsible for complying with all applicable legislation, notices, permits and vehicle manufacturer ratings.
Further Information:
NHVR: www.nhvr.gov.au
GTSN: www.gtsn.com.au

Truck Book Link | **NHVR website** | **NHVAS Sticker** | **HVA Sticker**

[1] Several common heavy vehicle combinations are allowed to be up to 20 m long (up from 19 m), subject to compliance with matching truck and semi-trailer wheelbase dimensions and equipment requirements.
[2] Notice refers to:
a) *National Class 3 20m Long 3-axle Truck and 4-axle Dog Trailer Mass and Dimension Exemption Notice 2026 (No.2)*. GHMS concessions do not apply to permit mass limits.
b) *National Class 2 B-double Authorisation Notice 2026 (No.1)*.
[3] HML requirements:
- SA and Vic: HVA or NHVAS Mass accreditation required.
- NSW and Qld: HVA or NHVAS Mass accreditation and approved GPS tracking required.

[4] 0.5t steer axle allowance applies to trucks over 15t GVM fitted with eligible technology, including ADR 80/01 (Euro IV) engines, or later models, and Front Under-run Impact Protection (FUPS).
[5] 1.0t steer axle allowance applies to trucks complying with ADR 80/04 (Euro VI) that also meet the 0.5t steer axle allowance requirements.
[6] 1.1t steer axle allowance applies to Road Train and AB-triple combinations fitted with steer tyres at least 375mm wide that also meet the 0.5t steer axle allowance requirements.
[7] Refer *Qld Class 3 Heavy Vehicle (Grain Harvest Management Scheme) Mass Exemption Notice 2026 (No.1)*. GHMS masses are maximum masses. Additional 0.5t and 1.1t steer axle allowances do not apply.
[8] Refer *NSW Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2026 (No.1)*. A 0.5t steer axle allowance applies where conditions are met.
[9] Refer *Vic Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2022 (No.1)*. A 0.5t steer axle allowance applies where conditions are met.
[10] Refer *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2)*. Vehicles operating under HVA or NHVAS Mass may load to HML +5%. A 0.5t steer axle allowance applies where conditions are met. G = GML and H = HML for mass limits where both apply. Note: in the SA notice, mass limits are rounded down to one decimal place.
[11] Trucks may operate as *PBS vehicles under the National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2026 (No.1)* on routes with PBS Level 2A or higher access, subject to the mass limits shown below. All PBS vehicles must hold a PBS Vehicle Approval. PBS Mass 2 and PBS Mass 3 vehicles require HVA or NHVAS Mass accreditation. PBS Mass 3 vehicles require approved GPS tracking (TMA or IAP) in NSW and Qld. PBS Mass 3 masses may only be used on the PBS HML Network. An NHVR access permit is required where the PBS network access is unavailable.

Code	PBS (Mass 1)	PBS (Mass 2)	PBS (Mass 3)
16	48.50	49.50	49.50
76	56.00	57.50	57.50
87	59.50	61.50	63.00

[12] Mass limits apply for trucks that comply with the *National Class 3 Truck and Dog Trailer Mass Exemption Notice 2023 (No.1)*.
[13] *South Australia Class 3 Truck and Dog Trailer (up to 23m long) Mass and Dimension Exemption Notice 2025 (No.1)*.
[14] Mass limits apply to vehicles operating under the *National Class 3 20m Long 3-axle Truck and 4-axle Dog Trailer Mass and Dimension Exemption Notice 2026 (No.2)* on the PBS Level 2A Network.
[15] A 1.1t steer axle allowance applies to B-doubles and semi-trailers fitted with road train prime movers and steer tyres wider than 365mm operating under the *National Class 3 Road Train Prime Mover Mass and Dimension Exemption Notice 2026 (No.1)*, subject to the following network requirements:

	Qld	NSW	Vic	SA
Semitrailer	Qld 25/26 metre B-double Network	NSW 25/26 B-double GML Network	Vic B-Double Network	SA PBS Level 1A Network
B-double	Qld 25/26 metre B-double Network	NSW GML Type 1 A-double Network	Vic Road Train Network	SA 26m B-Double (GML) Network

[16] On general access (non B-double) routes, GML is limited to 51.0t.
[17] On routes without B-double access: Qld = 53.7t; NSW and Vic GHMS = 52.5t.

Publish date September 2026

1.3 How to use the truck book

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

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

At the core of this Truck Book are the truck codes contained in Section 4 that provides information on the legal mass limits for differing truck types. Figure 2 below is an example of one of the most common grain truck combinations showing the page detail.

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

Semitrailers:

12

6 Axle Semitrailer

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	43.50	45.50	-	✓	✓	✓[45]	-	-	-	45.70
NSW										44.63[46]
Vic										44.60
SA						✓[47]				GML 45.60 HML 47.70

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

Figure 3: Acronyms used in the truck tables

GML	General Mass Limit
HML	Higher Mass Limit
Notice	An authorisation that has powers to exempt vehicles from mass requirements
PBS	Performance Based Standards
GHMS	Grain Harvest Management Scheme

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

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

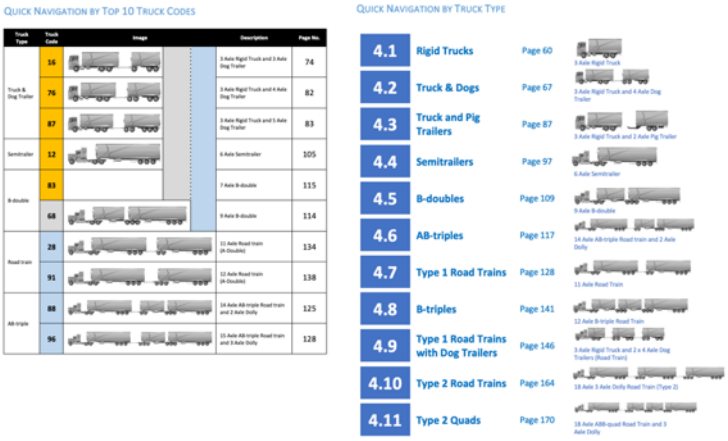
Any column or cell with "-" in the table represent not applicable.

A tick "✓" in the 0.5t Steer, 1.0t Steer or 1.1t Steer columns indicates the steer axle allowance is applicable and can be added to the stated mass limits.

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

1. Quick Navigation on pages 1 and 2

Use the Quick Navigation at the front of the book to navigate to the top 10 truck codes or the lookup table for each truck type.



2. Lookup tables by Truck Type

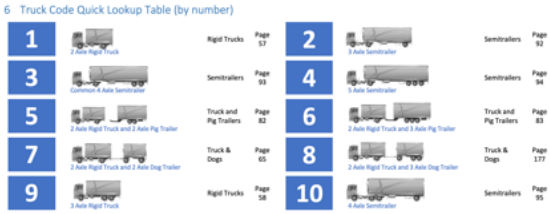
Use the lookup tables for each truck type to navigate to the detailed truck codes (e.g., Truck & Dogs etc.)

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

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

4. Truck Code Quick Lookup Table (by number) – all truck codes sorted in numerical order

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



5. Procedural Guidelines and Technical Information

For more information to assist with determining mass requirements applying to different truck codes see also links to specific sections, figures or truck codes. For example, Figure 1: GTSN Truck Chart.

1.4 What does the law say?

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

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

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

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

1.5 Who is a party in the chain of responsibility?

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

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

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

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

1.6 What are the risks?

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

a) Grain is a heavy product that may cause a truck to be overloaded before its cubic capacity is met

b) Different types of grain are denser (heavier) than others which may contribute to this risk

c) During the grain harvest season, trucks are loaded on farm in paddocks where there is no, or limited, weighing facilities

d) Grain loads are typically paid on a per tonne basis and parties will aim to maximise payloads to deliver productive and efficient business outcomes.

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

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

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

1.7 How to control the risk?

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

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

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

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

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

This is an example what not to do: Case Study – "I'll take it off the tare"

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

The weighbridge operator knows the driver. To avoid conflict, the weighbridge operator offers to disable the weighbridge and use the reason that it is windy. This will allow them to deduct 0.5 tonnes off the gross and tare weights so the truck can be unloaded.
The weighbridge operator and driver have just committed an offence by manipulating the system to unload an overloaded truck. Obviously, this is an example of what NOT to do.

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

1.8 Search tips and useful links

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

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

Useful links include, but are not limited to:

http://www.nhvr.gov.au/

http://www.tmr.qld.gov.au/business-industry/Heavy-vehicles

www.transport.nsw.gov.au/operations/roads-and-waterways/business-and-industry/heavy-vehicles

www.transport.vic.gov.au/business/heavy-vehicles

1.9 Legal disclaimer

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

Guidelines are used at various points throughout the document, and they are not always universally implemented. This Truck Book is a 'live' document that aims to consolidate different information sources about truck mass limits into a single, easy to read, guide for users of bulk grain trucks.

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

Procedural Guidelines and Technical Information

Grain Transport Safety Network

WWW.GTSN.COM.AU

2 Procedural guidelines

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

2.1 Accurate information recording

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

It is important that this information is entered correctly:

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

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

Helpful tip: Truck registration numbers are typically 6 characters.

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

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

2.2 Truck registration checking

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

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

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

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

2.3 Primary producer plates

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

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

2.4 Mass management guidelines

2.4.1 Loading trucks without weighing facilities

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

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

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

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

2.4.2 Managing trucks that exceed legal mass limits

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

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

For more information refer to the NHVR Regulatory Advice – Managing the risks associated with non-compliant heavy vehicles arriving at premises.

2.4.3 Axle/axle group weights for grain

Overloaded axle groups impact vehicle stability and increase wear and tear on road surfaces. Bulk handler weighbridge systems currently do not measure, record or validate axle and axle group mass limits. Bulk handler risk assessments classify axle weighing as not reasonably practicable. To reduce the risk of axle group overloading, GTSN members work with truck drivers during loading to support appropriate load distribution across the trailer. Many grain trucks have onboard mass systems that help monitor axle weights and load distribution.

2.4.4 Weighbridge certification

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

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

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

2.4.5 Trucks driving on public roads between load point and weighbridge

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

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

2.4.6 Splitting trucks

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

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

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

2.4.7 Split Weighing Trucks

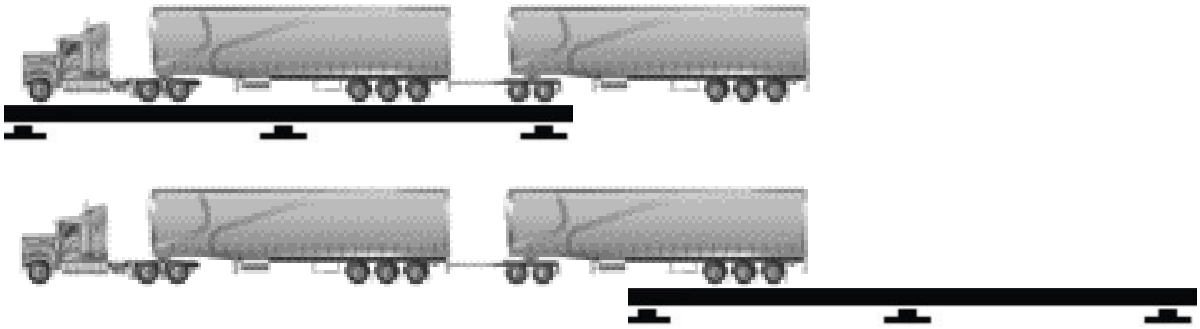
GTSN member weighbridge designs vary, meaning some vehicle combinations exceed the capacity of available weighbridges and cannot be weighed in a single operation. Consequently, these vehicles must be weighed in multiple stages, introducing additional risks that may affect the accuracy of weight measurements.

Risks

- Double weighing of axle groups, leading to inaccurate mass calculations.
- Uneven approaches or weighbridge surfaces affecting weight distribution and recorded readings.
- Drivers applying brakes while on the weighbridge, which may influence axle group or gross mass readings.

Existing weighbridges may continue to operate under grandfathering provisions that permit legacy designs to remain in service, recognising the significant cost associated with replacement or upgrade.

Figure 4: Semitrailer and dolly weighed with dolly off the weighbridge



2.5 Hygiene

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

a) The goal of cleaning is to remove any contaminants (e.g. residual dust or chemicals) and to ensure the integrity of the grain to be loaded is not compromised.

b) A carrier should keep a record of the commodities carried and the cleaning method used after each grain movement.

c) Cleaning must be done in consideration of the applicable standards relating to the grain to be loaded and regarding previous loads carried. If live stored grain insects have been detected, the truck requires removal and treatment to disinfest the transport unit.

d) The main methods of cleaning are:
   - Sweeping or
   - Compressed air
   - Compressed air followed by steam/sanitizing/washing.

e) It should be noted that sweeping with a broom is unlikely to remove contaminants such as dust, live stored grain insects and chemicals.

f) The GTA code details materials that are excluded as prior loads to the cartage of grain.

2.6 Truck driver site inductions

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

2.6.1 Health and safety risks

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

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

2.6.2 Operating equipment

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

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

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

2.6.3 PPE and other requirements

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

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

Other requirements to be considered include:

- Smoking is only permitted in designated area of a receival site. Smoking is prohibited in the confines of the driver's vehicle whilst on the receival site.
- All receival sites have a maximum allowable speed limit of 15 km/h for vehicles while on site

- Truck drivers are to follow all reasonable directions from onsite staff and conduct themselves in an orderly and professional manner
- All injuries and dangerous occurrences are to be reported immediately to onsite staff
- Basic first aid equipment is available on site if required, please speak to onsite staff. The receival site manager is typically the site emergency contact.

2.7 Vehicle standards

2.7.1 Convertible trailers

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

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

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

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

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

2.7.2 Tailgate chains

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

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

2.7.3 High sided trailers

Grain load spouts are generally engineered to accommodate grain tippers to a maximum height of 3.8 metres.

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

3 Technical Information

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

- Regulatory requirements and conditions e.g., tyre width, suspension type, steer allowances
- Heavy Vehicle Accreditation (HVA) or National Heavy Vehicle Accreditation Scheme (NHVAS) mass management accreditation i.e., Higher mass limits (HML)

- Notices and permits i.e., access authorisation
- Performance Based Standards (PBS)
- Grain Harvest Management Schemes (GHMS).

More information on each of these mass exemptions and conditions will be discussed further throughout this Chapter and are detailed for each truck code in Section 4.

3.1 NHVR Online Tools

The NHVR offer a website and mobile phone app to lookup information about trucks (see Figure 5). The mobile phone app gives more information, and it should be the preferred option to use.

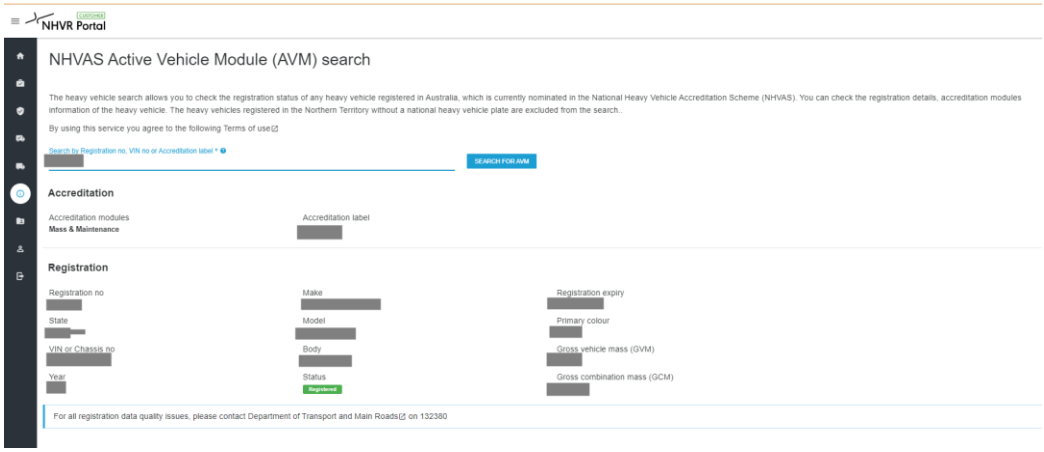
Note that there can be a delay in truck registration being removed or renewed and the data being displayed on the app. If trucks show as being unregistered on either the app or the website, it should be confirmed on the state registration websites.

Figure 5: NHVR App logo in App Store

3.1.1 AVM Search

The NHVR has an Active Vehicle Module (AVM) search to check in real time if trucks have accreditation. This is a useful tool if there are concerns about the validity of accreditation stickers (see Figure 6).

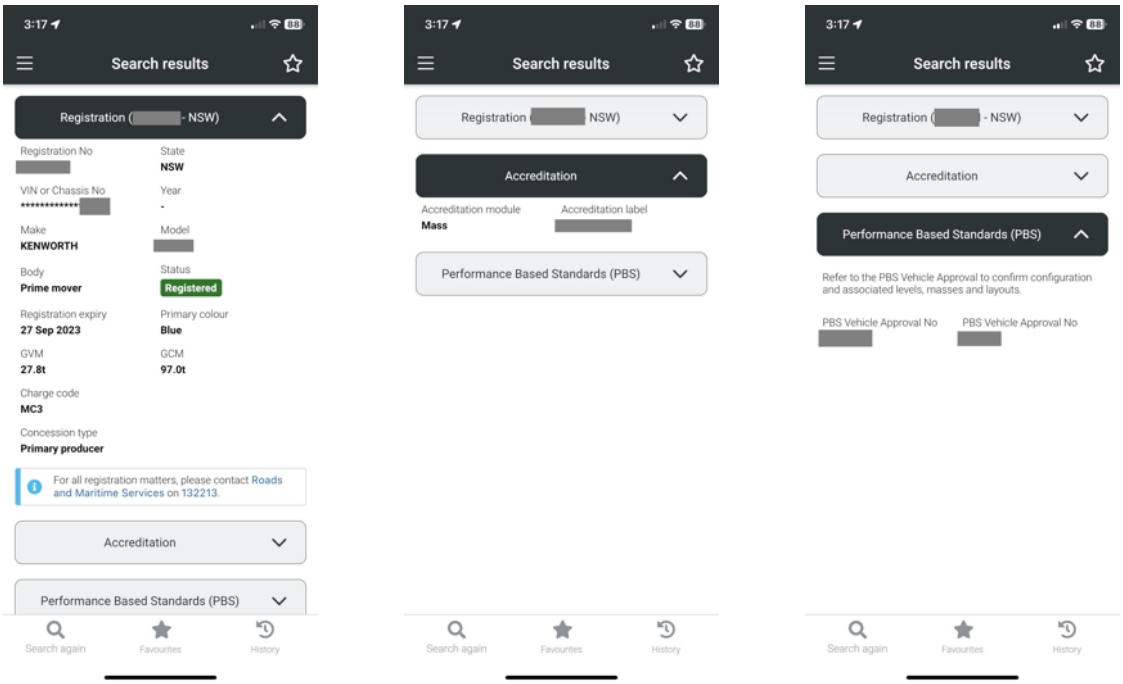
Figure 6: Screenshot of NHVR AVM website (with results of search blacked out)



3.1.2 Rego Checker App

The NHVR Rego Checker App is better than the AVM Search because it gives additional information beyond accreditation status including information about the truck (i.e., make, body, charge code) and if the vehicle has PBS vehicle approval. Figure 7 shows how the information is presented in the app.

Figure 7: NHVR Rego Checker App Examples (with confidential information removed)



3.2 Truck length, heavy vehicle access and NHVR Access Permits

General access trucks have the following features:

- Less than 12.5 metres for a truck
- Less than 20.0 metres for a truck and trailer or articulated vehicle (combination)
- Less than 43.5 tonnes gross mass, except by permit e.g. non-PBS trucks with 3 or 4 axle dog trailers or 19 metre B-doubles.

In most areas where there are bulk grain movements, there is B-double access. Road train and AB-triples typically operate away from urban areas as permitted on the road network. In some instances, an access permit is required – see Figure 8: Truck types requiring NHVR access permits.

See Figure 9 for an example permit and what to look for. For more information on heavy vehicle access see the National Network Map on the NHVR website at www.nhvr.gov.au.

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

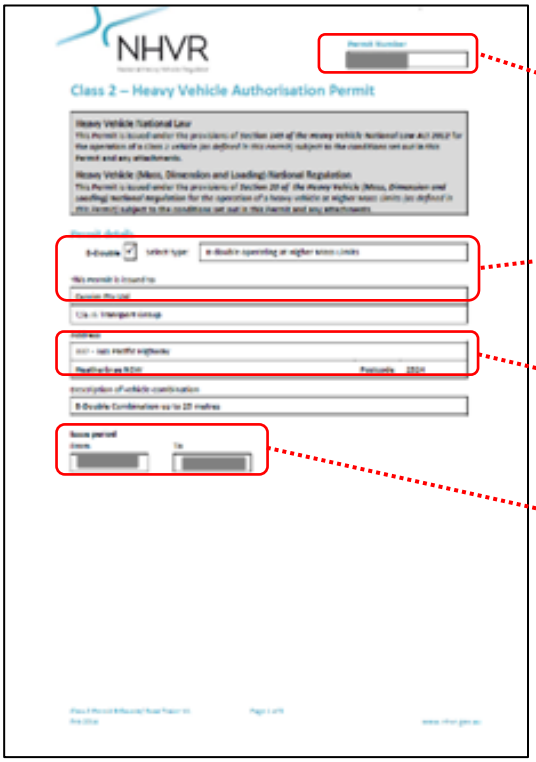
Permit routes between destinations are complex to check. industry practice for GTSN members is to validate mass limits and access at the load and/or unload point and not the specific route that trucks may drive. Measuring truck lengths and axle spacings is a safety risk and GTSN members do not typically do this.

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

Figure 8: Truck types requiring NHVR access permits

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

Figure 9: Example NHVR access permit on roads that are not gazetted



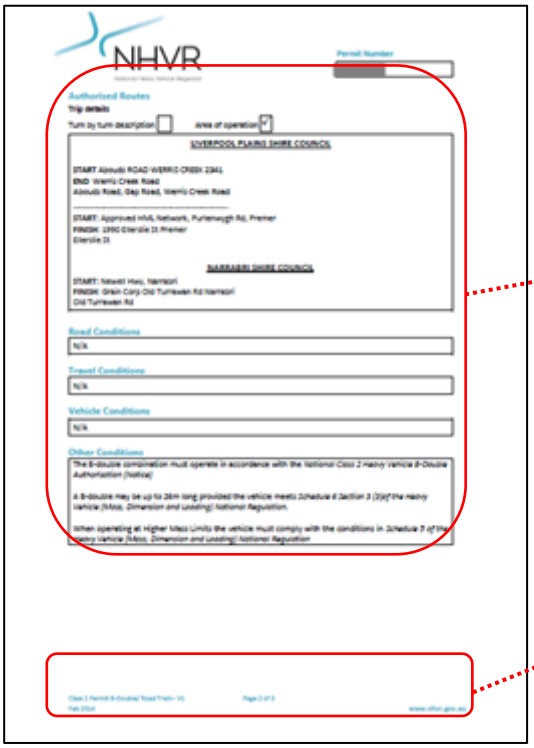
Note:

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

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

Check the vehicle combination matches what is listed here.

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



(Figure 9. Continued)

3.2.1 Sharing Access Permits

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

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

- Relevant parties can apply for NHVR Access Permits and make them available for grower trucks delivering during harvest, or for non-harvest truck operators to use
- Drivers must hold a copy of the permit – electronic copies are acceptable
- The truck must meet the conditions of the permit – i.e., it must be the same truck code
- Trucks operating as PBS Vehicles that reference specific Vehicle Approvals linked to the permit must hold their own permit.

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

3.3 GVM, GCM and legal mass limits

The legal mass limits for heavy vehicles are prescribed in the Heavy Vehicle (Mass, Dimension and Loading) National Regulation. From 1 August 2026, the amended HVNL commences which includes an increase in the General Mass Limit (GML) to align with the current Concessional Mass Limit (CML). Mass management accreditation is no longer required to access CML, as the old CML is the new GML. The Truck Codes in this Truck Book have been updated to reflect these changes.

The general mass limit (GML) of a heavy vehicle is the lowest of the following:

- The prescribed mass in Schedule 1 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation, if applicable.
- The sum of the mass limits for each axle group and single axle.
- The reduced mass amount, being the sum of mass limits minus any mass deductions, up to plus 1 tonne if the GML is less than 55 tonnes, or up to plus 2 tonnes if the GML is greater than 55 tonnes.
- The vehicle manufacturer's specified limit, if lower.

For a case study on how to determine the GML of a heavy vehicle combination, using Truck Code 91 as an example, see Figure 10.

Determining the general mass limit can therefore be complex. This is further complicated by the need to consider steer axle allowances, mass management accreditation–higher mass limits (HML), notices, performance-based standards (PBS), and Grain Harvest Management Schemes (GHMS). These matters are discussed in the following sections.

For this reason, the GTSN developed this Truck Book. The truck code tables in Section 4 set out the legal mass limits for all known single vehicles and combinations operating in the grain industry.

Figure 10: Case study of how to determine the GML of a heavy vehicle combination

Case study – General mass limit for Truck Code 91 – 12 Axle A-Double

Description of axle groups	Single steer axle	Tandem axle group	Tri-axle group	Tri-axle group	Tri-axle group
Mass limit	6.0t	17.0t	21.0t	21.0t	21.0t
Mass deduction	-	0.5t	1.0t	1.0t	1.0t

The mass limit is the lowest of the following:

(a) 86.0t – the sum of the axle group masses [6.0t + 17.0t + 21.0t + 21.0t + 21.0t]

(b) 84.5t – the reduced mass amount [86.0t - 0.5t - 1.0t - 1.0t - 1.0t + 2t (GML >55t)]

Therefore, the mass limit is **84.5t** (being the lowest value).

Assumptions: Single steer axle is non-complying; Tandem and tri-axle groups have dual tyres.

All trucks have a Gross Vehicle Mass (GVM) and Gross Combination Mass (GCM). For example, a 3-axle rigid truck has:

- A GVM of 23.0 tonnes (truck only), see truck code 9.
- A GCM of 43.5 tonnes when towing a 4-axle dog trailer (truck and trailer), see truck code 76.
- A GCM of 50.0 tonnes if operating under the Class 3 Truck and Dog Notice, see truck code 76.

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

Case studies

a) If the manufacturer's GVM for a 3 Axle Rigid Truck is 24 tonnes and the regulated mass limit is 23.0 tonnes, the 23.0t maximum legal mass limit applies (see truck code 9).

b) If the manufacturer's GCM for a prime mover is 130 tonnes (road train rated) and it is towing two (2) by 3 axle trailers joined with a 2-axle dolly, the maximum legal mass limit is 81.00 tonnes–being the general mass limit (see truck code 28).

Due to the difficulty in identifying the manufacturer's GVM and GCM, grain handlers typically do not check these figures and instead focus on the legal mass limits prescribed by the regulations. Truck operators must be aware of these limits and ensure they do not exceed them.

3.4 Steer Allowances

3.4.1 0.5 tonne Steer Allowance

Trucks with the following safety and environmental features weigh more, so mass limit regulations allow these trucks an extra 0.5 tonne on the legal mass limit on the steer axle i.e. 6.5 tonnes instead of 6.0 tonnes. This is identified in the truck tables under the 0.5t Steer column, a tick "✓" in the 0.5t Steer column indicates the increased mass is applicable and can be added to the stated mass limits.

The 0.5t steer allowance applies to trucks with a GVM over 15 tonnes fitted with specific technologies, including:

- An engine complying with ADR 80/01 (Euro IV) or later.
- Front under-run impact protection (FUPs) that meets UN ECE Regulation No.93 or ADR 84; and
- Cabin strength that meets the requirements of UN ECE Regulation No.29.

These trucks are typically built from 2008 onwards. The most obvious feature of a truck that qualifies for the 0.5 tonne steer allowance is the Front Under-run Protection System (FUPs) bar, which is designed to stop other vehicles from going underneath the truck in a collision. FUPs bars are typically low to the road and trucks fitted with FUPs bars (see Figure 11) will also have compliance plates (see Figure 12).

In practice, GTSN members are reliant on truck operators and drivers to accurately declare when the prime mover or rigid truck is Euro IV compliant and will apply the 0.5t steer allowance accordingly.

Figure 11: Truck fitted with FUPs bar

Figure 12: FUPs bar compliance plates

3.4.2 1.0 Tonne Steer Allowance for ADR 80/04 (Euro VI) Prime Movers and Rigid Trucks

On 1 November 2024, a mass limit increase applies for trucks compliant with ADR 80/04 (Euro VI) emission standards, commonly referred to as a 1.0 tonne steer allowance. In effect, for a compliant single steer axle vehicle the steer axle mass limit increases from 6.0t to 7.0t. This is identified in the truck tables under the 1.0t Steer column, a tick "✓" in the 1.0t Steer column indicates the increased mass is applicable and can be added to the stated mass limits.

To be applicable for the mass increase the following requirements must be met:

- Engine complying with the emission control requirements of ADR 80/04 or a later version
- Front underrun protection device that complies with UN ECE Regulation No. 93 or ADR 84 – for more information refer section 3.4.1 above
- Cabin that complies with UN ECE Regulation No. 29
- Minimum tyre section width 315 mm.

For more information refer to the NHVR ADR 80/04 (Euro VI) emissions mass limits increase – Information sheet.

In practice, GTSN members are reliant on truck operators and drivers to accurately declare when the prime mover or rigid truck is Euro VI compliant and will apply the 1.0t steer allowance accordingly.

3.4.3 1.1 tonne steer allowance for Road Trains and AB-triples

The National Class 2 Road Train Authorisation Notice 2026 (No.1) allows road train rated prime movers fitted with steer tyres 375mm or wider to get an additional 0.6 tonnes steer allowance (mass concession) when the conditions are also met that apply to the 0.5 tonne steer allowance, giving a total 1.1 tonne additional mass limit on the steer axle i.e. 7.1 tonnes instead of 6.0 tonnes. This is identified in the truck tables under the 1.1t Steer column, a tick "✓" in the 1.1t Steer column indicates the increased mass is applicable and can be added to the stated mass limits.

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

For more information refer to the National Class 2 Road Train Authorisation Notice Operator's Guide on the NHVR website.

3.4.4 1.1 tonne steer allowance for Semi-Trailers and B-doubles

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

Other features of the notice include:

- Longer combinations, 27m B-double and 20m Semitrailer
- Operate with a dolly at the back of the B-double or semitrailer, noting that when weighing trucks with un-laden dollies, these must be left off the weighbridge when weighing the truck as illustrated in Figure 13. This combination is limited to 26m length.

Figure 13: Semitrailer and dolly weighed with dolly off the weighbridge

Care must be taken for semitrailers and B-doubles applying the 1.1 tonne steer concession because the networks where it applies vary by state as per Figure 14 below.

Figure 14: State networks for Semi-Trailers and B-double for the 1.1 tonne steer allowance

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

Networks where steer allowances apply are included in the footnotes on the individual pages of the truck book as per Figure 15 below.

Figure 15: Truck Code 12 example of networks where the 1.1 tonne steer applies

Semitrailers:

12

6 Axle Semitrailer

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	43.50	45.50	-	✓	✓	✓[45]	-			45.70
NSW										44.63[46]
Vic										44.60
SA						✓[47]				GML 45.60 HML 47.70

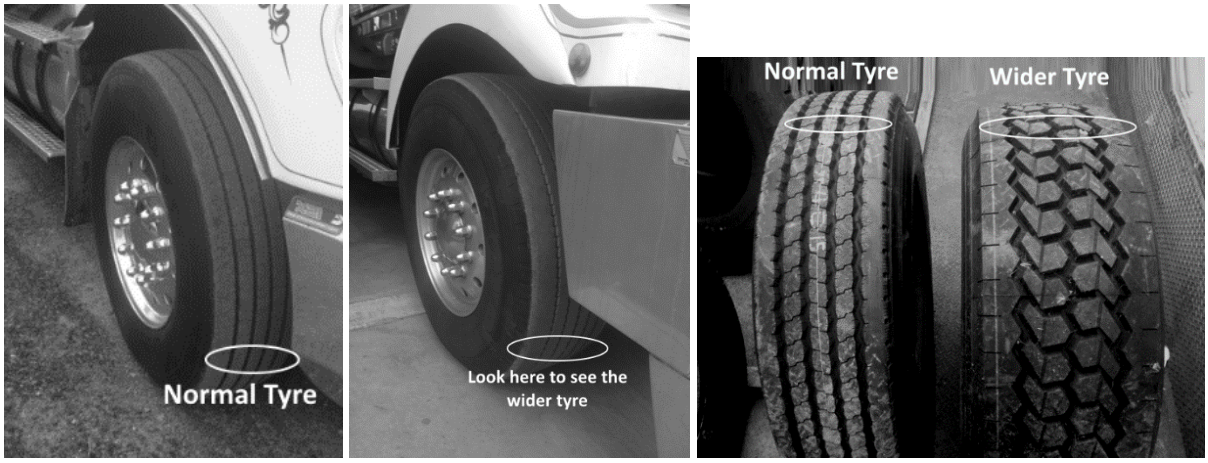
[45] Applies on the B-double network or greater only
[46] Trucks with HVA or NHVAS Mass get an additional 0.2 tonnes.
[47] Applies on the PBS 1A network or greater only

3.4.5 Checking for Super Single Tyres for the 1.1 tonne steer concession

Tyre width is difficult for bulk handlers to identify because it is a safety risk for the weighbridge operator to physically inspect the tyre to see the width when the truck is on the weighbridge, therefore it is reasonably practicable to rely on the truck driver's direction about the width of tyres they operate. See Figure 16 for a comparison of tyre widths.

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

Figure 16: Comparison of tyre sizes



3.5 Heavy Vehicle Accreditation (HVA) and National Heavy Vehicle Accreditation Scheme (NHVAS)

On 1 August 2026, the amended HVNL applies and will introduce the new HVA to replace NHVAS. Until 1 August 2028, the existing NVHAS will run in parallel with the new HVA scheme.

Key points:

- Trucks operating at HML or PBS higher masses must have either NHVAS Mass Management or HVA
- Trucks must display a valid accreditation sticker on the driver's side of the cabin (see Figure 17 and Figure 18)
- Accreditation can be verified using online searches or paper certificates (see Figure 19)
- During the transition period (2026–2028), either accreditation is acceptable.

Figure 17: Example NHVAS sticker

Figure 18: Example HVA sticker

Figure 19: Example NHVAS Certificate of Accreditation (confidential information blacked out)

National Heavy Vehicle Accreditation Scheme

Certificate of Accreditation

NHVR

Accredited Operator

This is to certify that

[redacted]

Accreditation Number: NHVAS_____

is accredited in the modules below:

Mass Management	Expires: [redacted]
Maintenance Management	Expires:
Basic Fatigue Management (BFM)	Expires:

This accreditation has been granted under Chapter 8 of the Heavy Vehicle National Law (HVNL) to operate under the National Heavy Vehicle Accreditation Scheme (NHVAS) Mass, Maintenance and Basic Fatigue Management modules and is subject to the conditions described in the National Heavy Vehicle Accreditation Scheme Business Rules and Standards and any condition described on this certificate.

[redacted]
Effective Date

For
Manager
NHVAS Accreditation Scheme
National Heavy Vehicle Regulator

NHVR

3.6 Higher Mass Limits (HML)

HML allows certain vehicles to operate at higher mass limits than GML on approved routes. Additional conditions may apply, including GPS tracking or 'road friendly' suspension requirements.

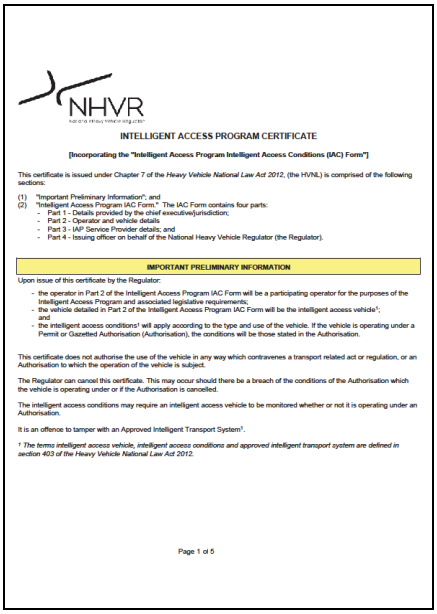
Trucks operating at HML carry higher compliance risk due to increased mass and care must be taken.

HML access is generally available on state and federal roads, but is limited on council roads, where many grain sites are located. When access is not permitted, trucks must have a NHVR access permit as outlined in 3.6.1 HML access permits.

HML requirements differ by state, for example:

- All trucks operating HML must be compliant with HVA or NHVAS mass management – see Figure 17 and Figure 18.
- In Victoria and South Australia, trucks only require HVA or NHVAS mass management to operate at HML, so HML loading is much more common than GML loading.
- In NSW, GPS tracking is required to operate at HML, which means the vehicle must be fitted with either:
    - An Intelligent Access Program (IAP) and present a NHVR IAP Certificate (see Figure 20 and Figure 21) and a current NSW Certificate of Enrolment Intelligent Access Program (IAP) certificate (see Figure 22),
    - A Telematics Monitoring Application (TMA) GPS Tracking Device and drivers must present a TMA certificate (see Figure 24) as evidence of accreditation.
- In Qld, GPS tracking is required with a Telematics Monitoring Application (TMA) GPS Tracking Device and drivers must present a TMA certificate (see Figure 24) as evidence of accreditation. Most of these certificates do not have an expiry date. Trucks could use IAP until 2024 and now must use TMA.

Figure 20: NHVR IAP Certificate



NHVR

INTELLIGENT ACCESS PROGRAM CERTIFICATE

[Incorporating the "Intelligent Access Program Intelligent Access Conditions (IAC) Form"]

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

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

IMPORTANT PRELIMINARY INFORMATION

Upon issue of this certificate by the Regulator:
- the operator in Part 2 of the Intelligent Access Program IAC Form will be a participating operator for the purposes of the Intelligent Access Program and associated legislative requirements;
- the vehicle detailed in Part 2 of the Intelligent Access Program IAC Form will be the intelligent access vehicle[1]; and
- the intelligent access conditions[1] will apply according to the type and use of the vehicle. If the vehicle is operating under a Permit or Gazetted Authorisation (Authorisation), the conditions will be those stated in the Authorisation.

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

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

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

It is an offence to tamper with an Approved Intelligent Transport System[1].

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

Page 1 of 5

Notes:

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

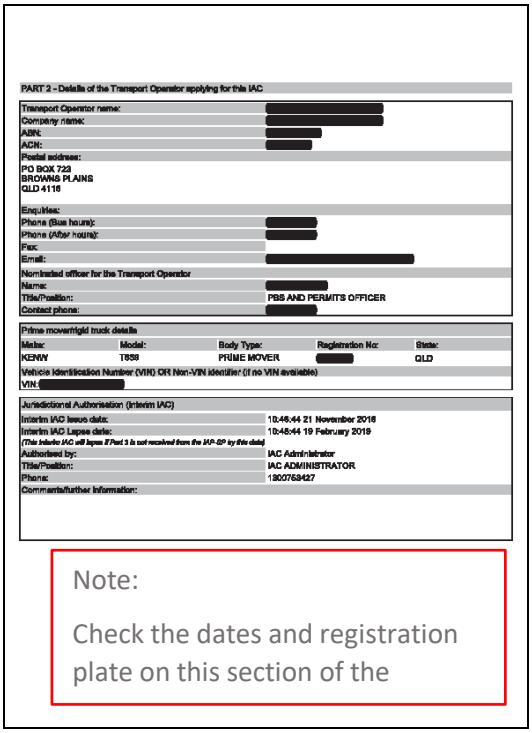
From 1 December 2022, new trucks in Qld are no longer issued IAP Certificates and must operate with TMA Certificates.

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

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

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

Figure 21: NHVR IAP certificate (cont.) with truck details



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

Transport Operator name:	[redacted]
Company name:	[redacted]
ABN:	[redacted]
ACN:	[redacted]
Postal address:	
PO BOX 723 BROWNS PLAINS QLD 4116	
Enquiries:	
Phone (Bus hours):	[redacted]
Phone (After hours):	[redacted]
Fax:	
Email:	[redacted]
Nominated officer for the Transport Operator	
Name:	[redacted]
Title/Position:	PBS AND PERMITS OFFICER
Contact phone:	[redacted]

Prime mover/rigid truck details

Make:	Model:	Body Type:	Registration No:	State:
KENW	T659	PRIME MOVER	[redacted]	QLD

Vehicle Identification Number (VIN) OR Non-VIN identifier (if no VIN available)

VIN: [redacted]

Jurisdictional Authorisation (Interim IAC)

Interim IAC issue date:	10:46:44 21 November 2018
Interim IAC Lapse date:	10:46:44 19 February 2019
(This Interim IAC will lapse if Part 1 is not received from the IAP-SP by this date)	
Authorised by:	IAC Administrator
Title/Position:	IAC ADMINISTRATOR
Phone:	1800763427
Comments/further information:	

Note:

Check the dates and registration plate on this section of the

Figure 22: RMS NSW IAP Certificate

NSW Transport Roads & Maritime Services

NSW CERTIFICATE OF ENROLMENT
INTELLIGENT ACCESS PROGRAM (IAP)

Certificate Number: [redacted]
Expires:

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

IAP Scheme:
GML AB-triple
HML AB-triple

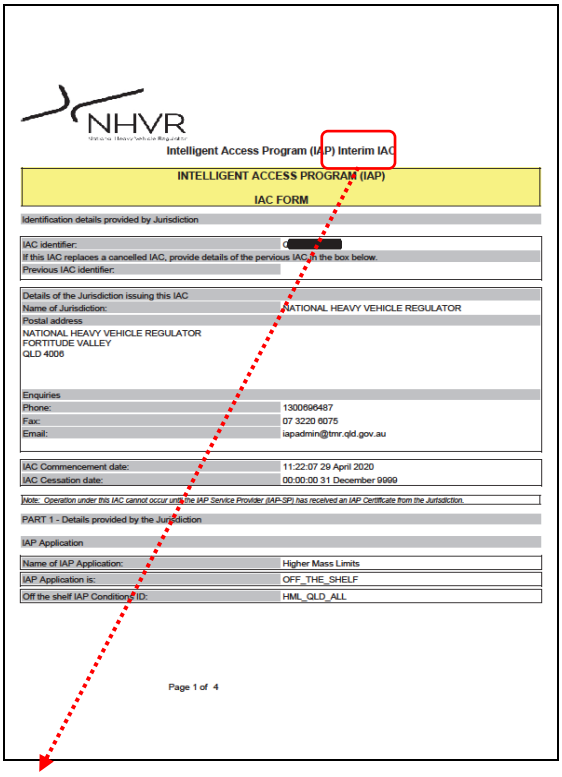
Note: This Certificate of Enrolment indicates that this vehicle is now monitored under IAP in NSW for the above scheme(s) and must be carried in the cabin. Prior to operating on NSW roads, an access permit under the Heavy Vehicle National Law must be obtained and carried in the cabin if this vehicle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

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

Vincent Wong
Senior Officer
Vehicle Telematics Operations

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

Figure 23: An NHVR issued Interim Intelligent Access Condition (IAC)



NHVR

Intelligent Access Program (IAP) Interim IAC

INTELLIGENT ACCESS PROGRAM (IAP)

IAC FORM

Identification details provided by Jurisdiction

IAC identifier:	C[redacted]
If this IAC replaces a cancelled IAC, provide details of the pervious IAC in the box below.	
Previous IAC identifier:	

Details of the Jurisdiction issuing this IAC	
Name of Jurisdiction:	NATIONAL HEAVY VEHICLE REGULATOR
Postal address	
NATIONAL HEAVY VEHICLE REGULATOR FORTITUDE VALLEY QLD 4006	
Enquiries	
Phone:	1300696487
Fax:	07 3220 6075
Email:	iapadmin@tmr.qld.gov.au

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

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

PART 1 - Details provided by the Jurisdiction

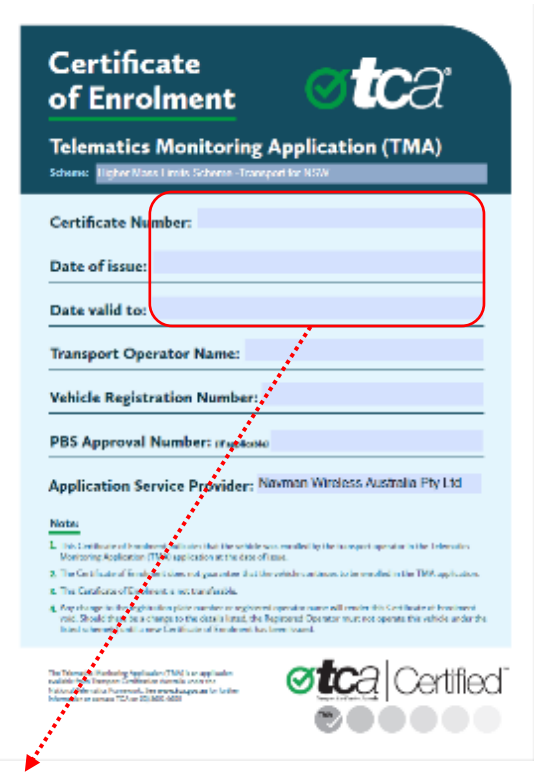
IAP Application

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

Page 1 of 4

Note: Look for the word 'Interim' because this is not a valid permit.

Figure 24: Telematics Monitoring Application Certificate



Certificate of Enrolment

tca

Telematics Monitoring Application (TMA)

Scheme: Higher Mass Limits Scheme - Transport for NSW

Certificate Number:

Date of issue:

Date valid to:

Transport Operator Name:

Vehicle Registration Number:

PBS Approval Number: (if applicable)

Application Service Provider: Newman Wireless Australia Pty Ltd

Note:

tca Certified

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

3.6.1 HML access permits

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

Trucks loading to HML that drive on non-HML roads must present an NHVR access permit that lists all the roads required to get the truck from the HML road network to the loading location – see Figure 9: Example NHVR access permit on roads that are not gazetted. These are unusual and care must be taken.

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

The Queensland Higher Mass Limits Operator's Guide for the Queensland Higher Mass Limits Declaration 2024 (No.1) (see Figure 25) allows HML trucks to operate up to 500 metres off the NLTN. For example, a semitrailer, B-double or Road Train can operate 500 metres off the NLTN.

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

a) to the approved HML network,

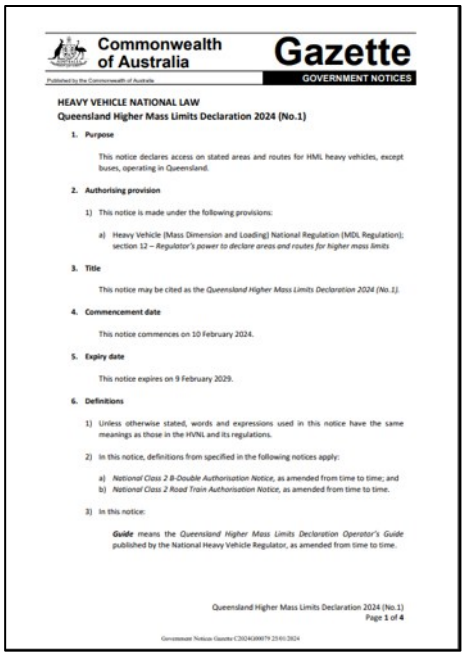
b) only on parts of an approved vehicle type network (i.e. General access/B-double/road train network) that is within 500m of the NLTN,

c) it does not apply to all HML roads, or to parts of an approved combination network that is more than 500m from the National Land Transport Network, and

d) In grain operating areas, applicable NLTN roads include the Warrego, Gore and New England Highways (see Figure 26).

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

Figure 25: Queensland Higher Mass Limits Declaration



Commonwealth of Australia — Gazette — GOVERNMENT NOTICES

Published by the Commonwealth of Australia

HEAVY VEHICLE NATIONAL LAW
Queensland Higher Mass Limits Declaration 2024 (No.1)

1. **Purpose**

   This notice declares access on stated areas and routes for HML heavy vehicles, except buses, operating in Queensland.

2. **Authorising provision**

   1) This notice is made under the following provisions:

      a) Heavy Vehicle (Mass Dimension and Loading) National Regulation (MDL Regulation); section 12 – *Regulator's power to declare areas and routes for higher mass limits*

3. **Title**

   This notice may be cited as the *Queensland Higher Mass Limits Declaration 2024 (No.1)*.

4. **Commencement date**

   This notice commences on 10 February 2024.

5. **Expiry date**

   This notice expires on 9 February 2029.

6. **Definitions**

   1) Unless otherwise stated, words and expressions used in this notice have the same meanings as those in the HVNL and its regulations.

   2) In this notice, definitions from specified in the following notices apply:

      a) *National Class 2 B-Double Authorisation Notice*, as amended from time to time; and
      b) *National Class 2 Road Train Authorisation Notice*, as amended from time to time.

   3) In this notice:

      Guide means the *Queensland Higher Mass Limits Declaration Operator's Guide* published by the National Heavy Vehicle Regulator, as amended from time to time.

Queensland Higher Mass Limits Declaration 2024 (No.1)
Page 1 of 4

Government Notices Gazette C2024G00079 25/01/2024

Figure 26: National Land Transport Network Map (Qld)

3.7 National Class 2 B-double Authorisation Notice 2026 (No.1)

The *National Class 2 B-double Authorisation Notice 2026 (No.1)* is one of the most used notices in the grain industry. It authorises eligible Class 2 B-double combinations to operate on approved networks without requiring an NHVR access permit, provided the conditions of the notice are met. The notice applies in participating jurisdictions including ACT, NSW, Queensland, South Australia, Tasmania and Victoria.

This notice applies to the B-doubles category in this book. The notice outlines the approved road networks and operating conditions for eligible B-double combinations, as well as any state-specific access restrictions and requirements. Operators must comply with both the conditions of the notice and the relevant jurisdictional schedules when operating under this authorisation.

3.8 National Class 2 Road Train Authorisation Notice 2026 (No.1)

The *National Class 2 Road Train Authorisation Notice 2026 (No.1)* is a frequently used notice in the grain industry. It is applicable in Qld, NSW, Victoria and SA.

It applies to the following categories in this book:

- Type 1 (36.5 metre) combinations
  - A doubles
  - AB Triples
  - Truck and Dog Road Trains
  - B Triples
- Type 2 (53.5 metre) combinations
  - A Triples
  - BAB and ABB Quads

The notice lists the applicable networks where road trains can operate without a NHVR Access permit and any applicable state-based restrictions.

3.9 Performance Based Standards (PBS)

PBS trucks are longer, heavier, or higher than 'standard' truck designs specified under the Heavy Vehicle (Vehicle Standards) National Regulation. In grain, the most PBS trucks are truck and dog configurations and road trains operating in areas where road trains are not typically permitted to operate.

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

PBS trucks operating to a higher mass limit i.e., Mass 2 or Mass 3, must have HVA/NHVAS Mass Management, see Figure 17 and Figure 18. PBS trucks operating to PBS HML require GPS tracking in NSW and Qld and can only operate to PBS HML weights on the PBS HML Network, refer section 3.6.

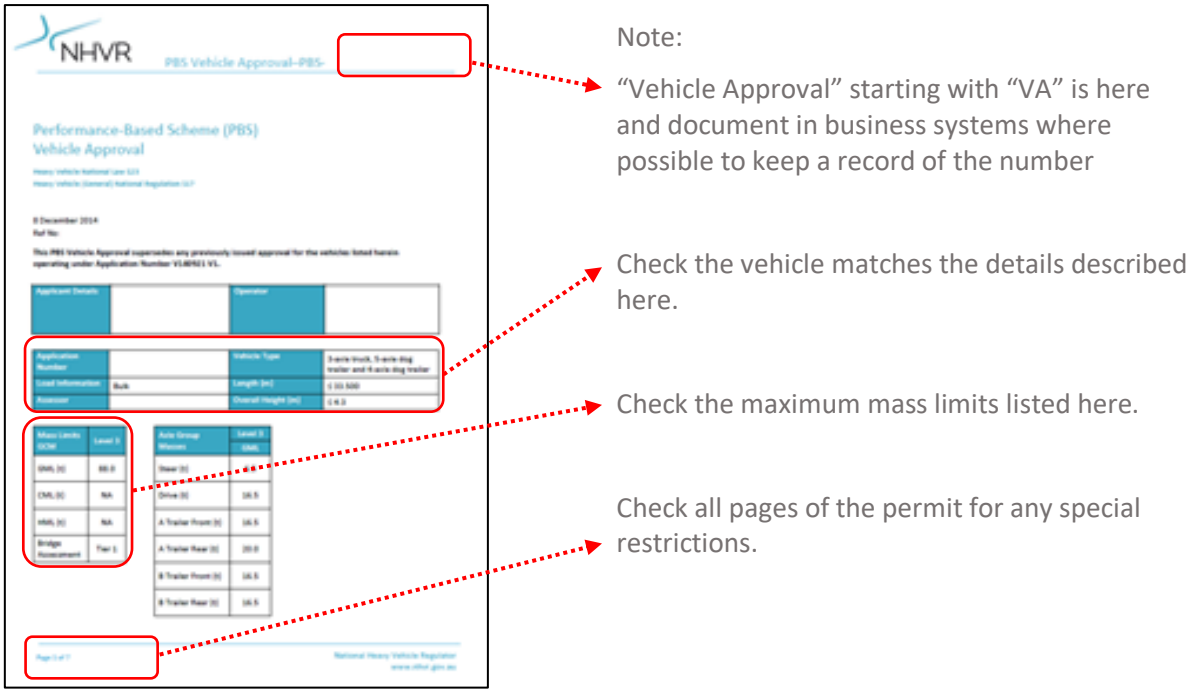
All trucks operating as PBS must have a NHVR Vehicle Approval, which will include any specific information for that truck – see Figure 27. The purpose of the Vehicle Approval is to state that the truck is engineered to operate on public roads.

From a compliance perspective, the Vehicle Approval will also list the maximum mass limits (Mass 1, Mass 2 and or Mass 3) that the truck configuration can operate to. These mass limits are identified in

the truck tables under the PBS – Mass 1, PBS – Mass 2 and PBS – Mass 3 columns. Note existing vehicle approvals will still refer to PBS GML, PBS CML and PBS HML until renewed.

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

Figure 27: NHVR PBS Approval



NHVR PBS access permits are the most common type of PBS access – see Figure 9: Example NHVR access permit on roads that are not gazetted. Care needs to be taken with PBS access permits because road access can be limited and the maximum PBS weights from the vehicle approval are often restricted to specific routes during specific times.

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

The *National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2024 (No.2)* allows trucks with 3, 4 and 5 axle dog trailers to operate on the PBS 2A network with a NHVR PBS Vehicle Approval only (see Figure 27: NHVR PBS Approval).

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

16		4 Axle Twin Steer Rigid Truck
22		4 Axle Single Steer Rigid Truck
55		4 Axle Twin Steer Rigid Truck and 3 Axle Dog Trailer (PBS)

73		4 Axle Single Steer Rigid Truck and 4 Axle Dog
76		3 Axle Rigid Truck and 6 Axle Dog Trailer (PBS)
87		4 Axle Twin Steer Rigid Truck and 5 Axle Dog Trailer (PBS)

3.11 National Class 2 (Tier 1) Performance Based Standards Notice

Trucks that cannot operate under the National Class 2 PBS Level 1 & 2A Truck and Dog Trailer Authorisation Notice may be eligible to operate under the National Class 2 (Tier 1) Performance Based Standards Notice, provided the following conditions are met:

- The truck holds a valid PBS Vehicle Approval
- The vehicle operates on the Approved Tier 1 PBS Network
- All PBS approval conditions (mass, dimensions, and configuration) are complied with

Use of the Tier 1 PBS Notice is uncommon and is primarily limited to:

- Axle Trucks with 5 Axle Dog Trailers (Code 87) operating without an access permit.
- Less common PBS configurations, such as PBS Twin Steer Semi-Trailers with 3 Axle Trailers (Code 45).

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

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

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

- HVA or NHVAS Mass (see Figure 17 and Figure 18 look for the blue “Mass Management” banner on the sticker)
- NHVR PBS Vehicle Approval (see Figure 27: NHVR PBS Approval)
- A TMA GPS Tracking System (see section 3.6).

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

28

11 Axle Road Train

91

12 Axle Road Train

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

The *National Class 2 Performance Based Standards (High Productivity) Authorisation Notice 2026 (No.2)* is a wide-ranging notice that improves access to the road network for grain trucks on the PBS Networks in NSW, Victoria and South Australia. It does not currently provide access in Queensland.

Trucks operating under the notice must have a PBS Vehicle Approval (see Figure 27) and may also require a NHVR Access Permit (see 3.2 Truck length, heavy vehicle access and NHVR Access Permits) and GPS Tracking (see 3.6 Higher Mass Limits (HML)).

Access for trucks operating under this notice is different between NSW, Victoria and South Australia, and the applications for grain trucks are included below. Last mile issues are common with these trucks to grain sites and care must be taken to ensure access is possible to the site.

For more information refer to the National Class 2 Performance Based Standards (High Productivity) Authorisation Notice Operator's Guide on the NHVR website.

3.13.1 NSW

In NSW, the notice applies to quad axle semi-trailers and A doubles with 2 axle dollies. Quad axle semitrailers are very uncommon in the grain industry, so the book only includes information about A-Doubles.

9 Axle A-Doubles (Code 24) and 11 Axle A-Doubles (code 28) are the most common grain trucks that operate under the notice on the PBS 2B network (see Figure 28). 12 Axle A-Doubles are not a notice reference vehicle, and they must have a NHVR access permit to operate on the PBS 2B network.

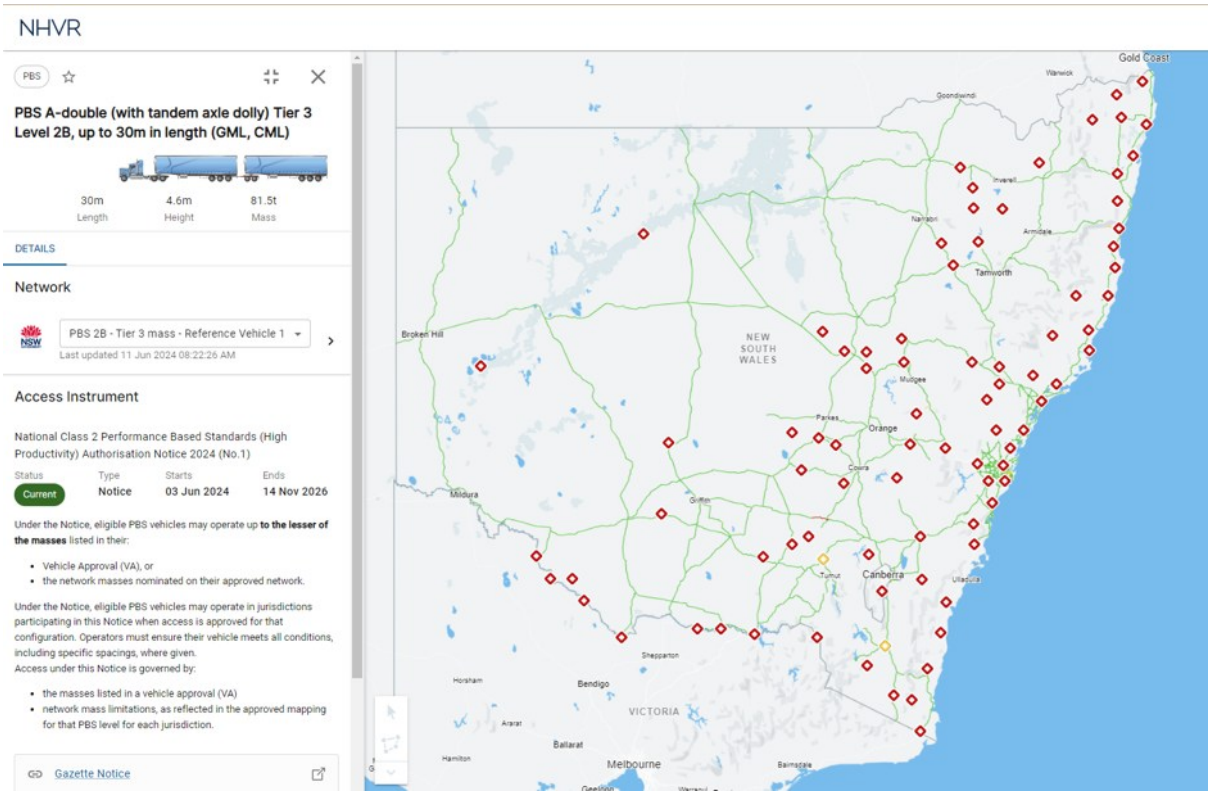
24

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

28

11 Axle Road Train

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



3.13.2 Victoria

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

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

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

- Display a HVA or NHVAS Mass Accreditation sticker – see Figure 17 and Figure 18.
- Have a NHVR PBS Approval that meets the requirements of the Notice – see Figure 27: NHVR PBS Approval
- GPS tracking with one or both of the following approved intelligent transport systems, approved by Transport Certification Australia (TCA):
    - On Board Mass Management Category B (OBM B); or
    - On Board Mass Management Category C (OBM C)
- Enrolled in Telematics Monitoring Application (TMA).

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

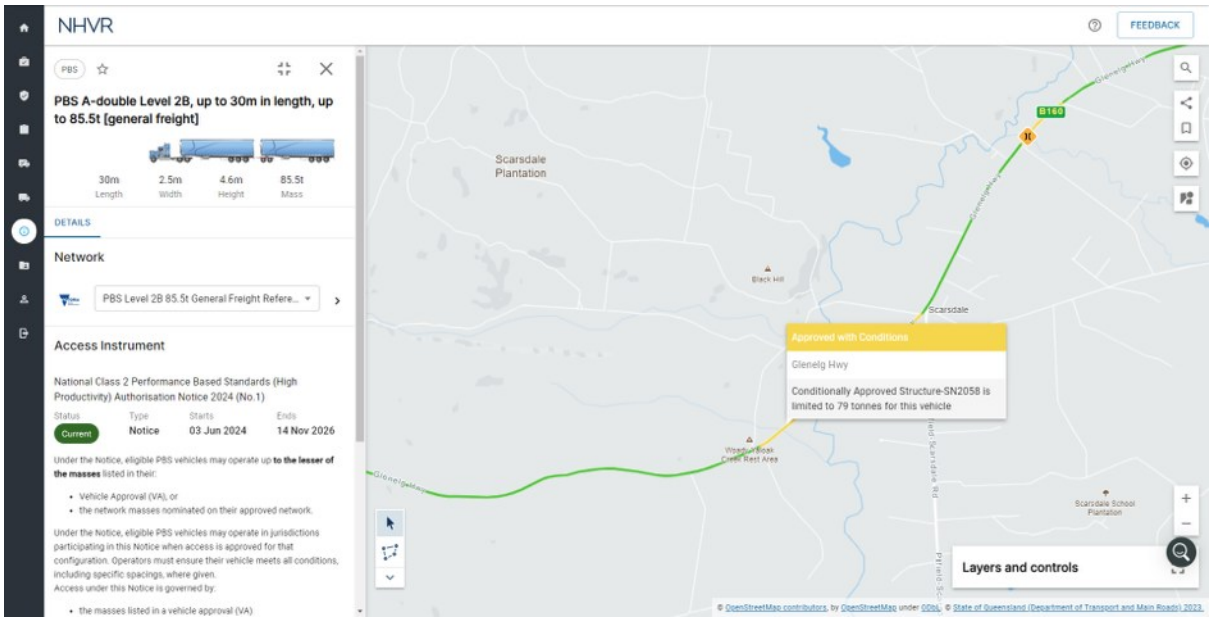
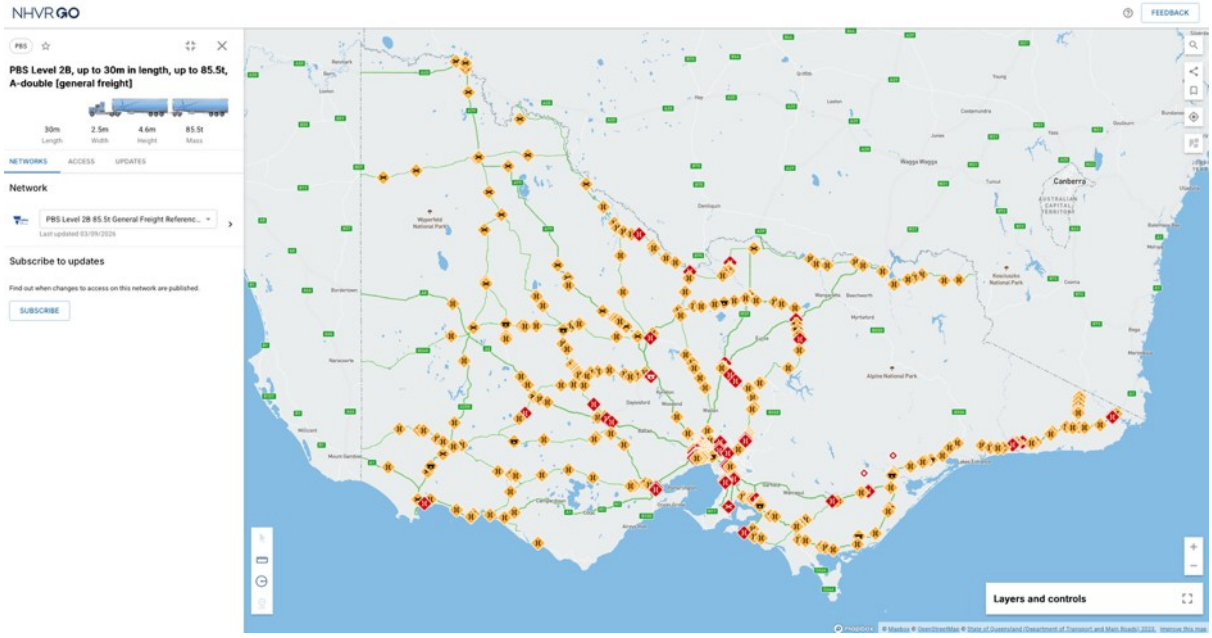


Figure 30: Victoria PBS Level 2B Mass - General Freight Road Network on the NHVR National Network Map



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

The TMA Certificate (see Figure 24: Telematics Monitoring Application Certificate) does not specify if trucks have on board mass fitted and it is not possible to identify this. Therefore, GTSN members must rely on the driver declaration if they operate under the notice.

Due to the restrictions with the notice, many trucks operate under a NHVR access permit instead of operating under the notice (see Figure 9: Example NHVR access permit on roads that are not gazetted).

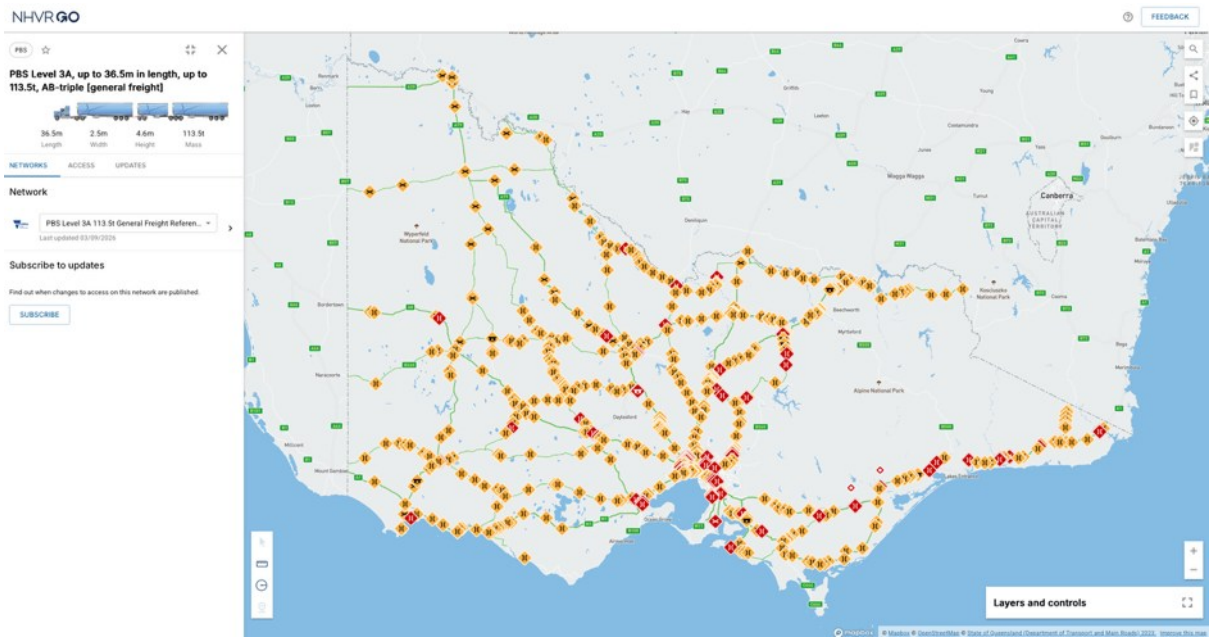
A-doubles operate on the PBS Level 2B Mass – General Freight network. Access on this network is generally good, and GTSN members are working with Department of Transport to address last mile issues across the network.

The PBS 3A network allows the following higher masses:

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

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

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



3.13.3 South Australia

Unlike Victoria, where PBS networks are the primary means of accessing higher productivity vehicle combinations, most grain freight movements in South Australia operate on the gazetted Type 1 Road Train network. The PBS networks are most relevant in eastern South Australia, where operators use the PBS Level 2B and 3A networks to access grain receival sites near the Victorian and New South Wales borders, see Figure 32 and Figure 33.

The introduction of a South Australian schedule to the National Class 2 Performance Based Standards (High Productivity) Authorisation Notice in 2026 created a notice-based access pathway for eligible PBS vehicles operating on these networks. Vehicles operating under the notice must comply with the requirements of both their PBS Vehicle Approval and the applicable network conditions.

The most common grain industry applications are:

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

To operate under the notice, the following conditions must be met:

- Have a current NHVR PBS Vehicle Approval that meets the requirements of the notice.
- Comply with all conditions specified in the PBS Vehicle Approval.
- Comply with all network conditions published in the NHVR National Network Map.
- Always carry the PBS Vehicle Approval in the vehicle.

Figure 32: South Australia PBS Level 2B Network on the NHVR National Network Map

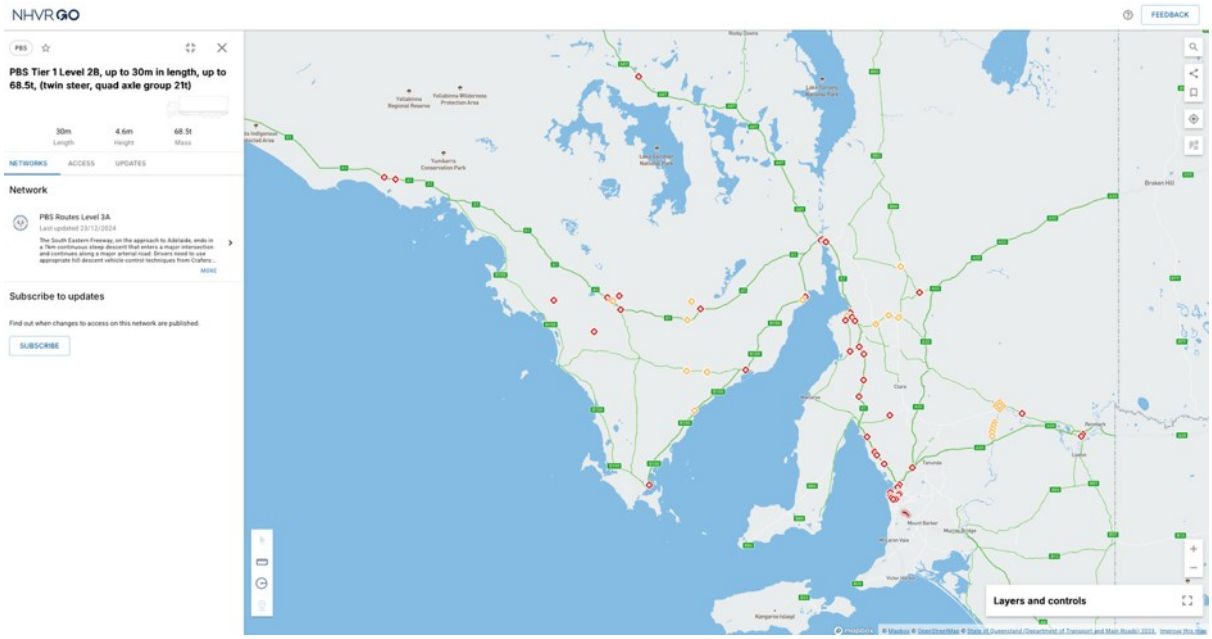
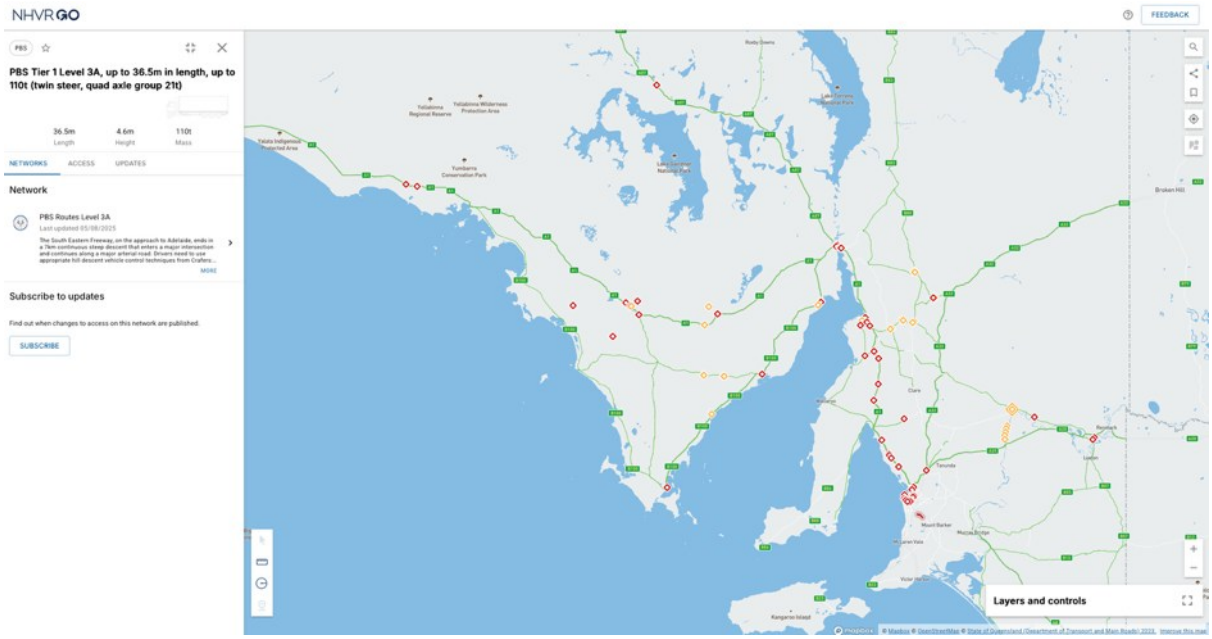


Figure 33: South Australia PBS Level 3A General Freight Network on the NHVR National Network Map



3.14 National Class 3 Truck and Dog Trailer Mass Exemption Notice

The following combinations can operate under heavy weights with the *National Class 3 Truck and Dog Trailer Mass Exemption Notice 2023 (No.1)*, see Figure 34.

Figure 34: National Class 3 Heavy Vehicle 19m Truck and Dog Combinations

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

These combinations have a 43.5 tonne GML and the notice allows heavier mass for trucks that comply with the requirements of it (e.g., axle spacing) and pay higher registration fees. It is not reasonably practicable for bulk handlers to check axle spacings or registration payments, so the truck driver must ensure they meet all the requirements of the notice.

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

The *National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2026 (No.1)* allows 3 Axle Trucks with 4 Axle Dog Trailers (Code 76) to operate to 57.50 tonnes on the PBS 2A road network when they have a PBS Vehicle Approval.

To simplify access for these trucks, the *National Class 3 20m Long 3-axle Truck and 4-axle Dog Trailer Mass and Dimension Exemption Notice 2026 (No.2)* allows the full 57.50 tonne PBS weight without a NHVR PBS Vehicle Approval.

76 3 Axle Rigid Truck and 4 Axle Dog Trailer

57.50 tonnes is only permitted on the PBS 2A network, otherwise a NHVR PBS access permit is required (see 3.2 Truck length, heavy vehicle access and NHVR Access Permits). Note:

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

3.16 South Australian 23 metre truck and dog notice

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

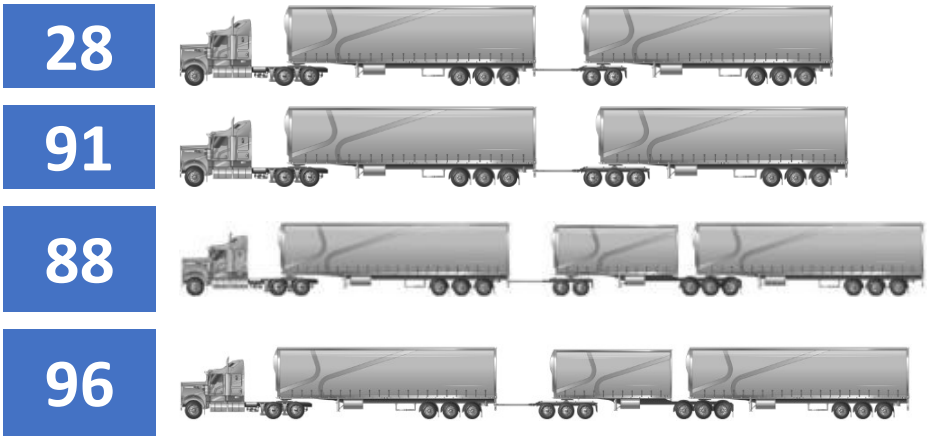
A 23m truck and dog combination consists of a 3 axle truck towing a dog trailer with 3, 4 or 5 axles.

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

3.17 Victoria Hay & Grain Network

North-Western Victoria has a Road Train network that allows 36.5 metre trucks to operate with an access permit. Care must be taken with this network because there are multiple last mile issues to grain sites and the network is very limited.

The Hay & Grain network is more extensive and is more commonly used by grain trucks. A NHVR access permit is required for all trucks using this network. Figure 35 includes an overview of the current access.



11 Axle Road Train

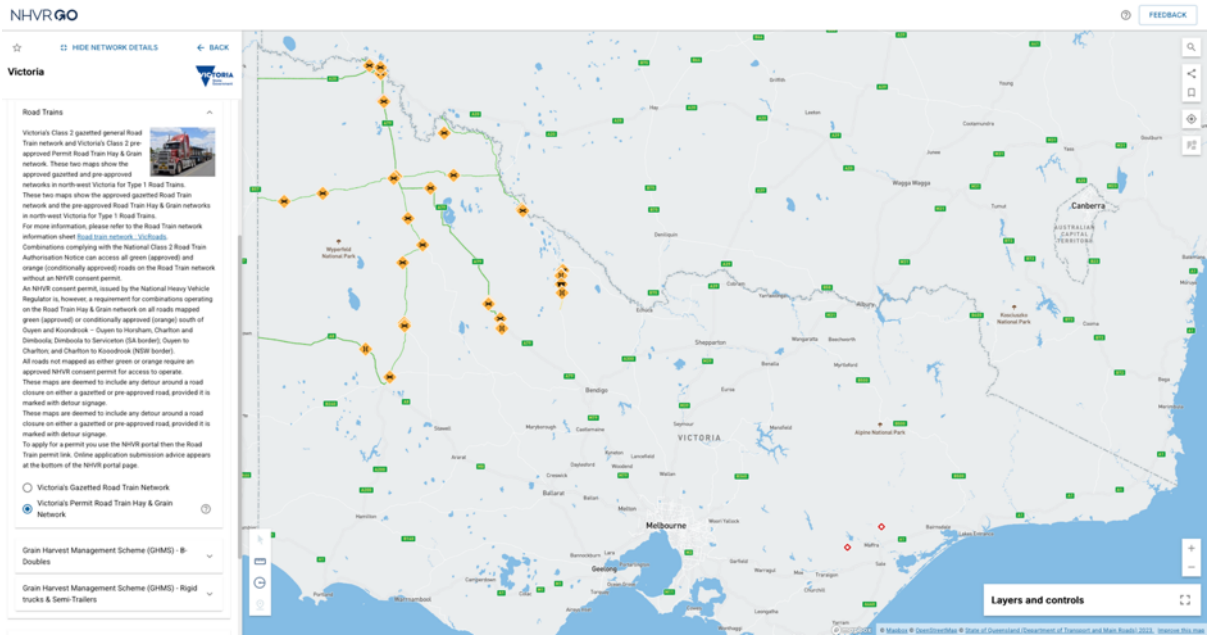
12 Axle Road Train

14 Axle AB-triple Road Train and 2 Axle Dolly

15 Axle AB-triple Road Train and 3 Axle Dolly

A NHVR access permit is required to access the pre-approved network, and specific roads listing grain sites are required when last mile issues exist off the pre-approved network. See (see Figure 9: Example NHVR access permit on roads that are not gazetted).

Figure 35: Victoria Hay & Grain Network for Road Trains and AB-triples on the NHVR National Network Map



3.18 Road friendly suspension (RFS)

Since 1985 in Australia, all twin steer trucks have a Load Sharing Suspension system, which is designed to equally distribute the weight across the front axles of twin steer trucks – see Figure 36 for an example twin steer truck. The mass limit for a twin steer axle group with load sharing suspension is 11.0t. The assumption has been made throughout this Truck Book that any twin steer truck or combination has load sharing suspension. Trucks that do not have load sharing suspension must subtract one (1) tonne from the mass limit.

Note: Twin steer trucks are relatively uncommon in bulk grain.

Figure 36: Example twin steer truck (Code 73 – 4 Axle Twin Steer Rigid Truck & 4 Axle Dog Trailer)

3.19 Grain Harvest Management Scheme (GHMS)

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

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

In every state, to participate in the GHMS, bulk handlers must report data pertaining to all harvest deliveries. Regulators can use this data to identify adverse trends in potentially overloaded trucks to ask further questions of bulk handlers, truck companies and growers.

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

3.19.1 Queensland GHMS

The *Queensland Class 3 Heavy Vehicle (Grain Harvest Management Scheme) Mass Exemption Notice 2026 (No.1)* specifies total mass limits allowable for deliveries from paddock to the designated bulk handler location. The total mass limits have been included in this Truck Book in the QLD GHMS column for each applicable truck code. For more information also refer to the *Queensland Grain Harvest Management Scheme Participation Guide*.

Key points with the Queensland harvest management scheme:

- The GHMS mass exemptions apply to most truck codes, excluding PBS trucks.
- Trucks must display **the current** sticker - the sticker colour changes every year – see Figure 35 for an example. The first 2 digits of the permit number indicate the year of validity.
- AgForce publish information on their website about how the GHMS works that can be helpful to freight providers.

Figure 37: AgForce Qld GHMS sticker

- Rejection limits no longer apply - TMR must be advised immediately when truck gross weights exceed specified limits.
- Qld GHMS weights are maximum weights and 0.5t steer, 1.0t steer and 1.1t steer allowances do not apply when conditions are met.
- The scheme expires on 31 July 2031.

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

3.19.2 New South Wales GHMS

The *New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2026 (No. 1)* can be complex, and care must be taken with the mass limits. The Notice provides a targeted mass exemption for eligible heavy vehicles transporting grain during the harvest season in participating New South Wales local-government areas. Although many configurations do not qualify for the scheme, by road volumes, most of the trucks that operate in NSW are represented.

Key points with the NSW Harvest Management Scheme:

- Trucks must have a copy of the notice – electronic copies are acceptable
- Council participation is optional, and GHMS mass limits cannot be used until councils participate – all councils historically participate in grain growing areas
- Trailers with 'Super Single' tyres on trailers cannot participate
- 12 Axle Semitrailers (code 12) and 9 Axle B-doubles (code 68) get 0.2 and 0.8 tonnes respectively when they have HVA or NHVAS mass management accreditation
- This Notice expires on 19 September 2027.

3.19.3 NSW Farm Gate Scheme

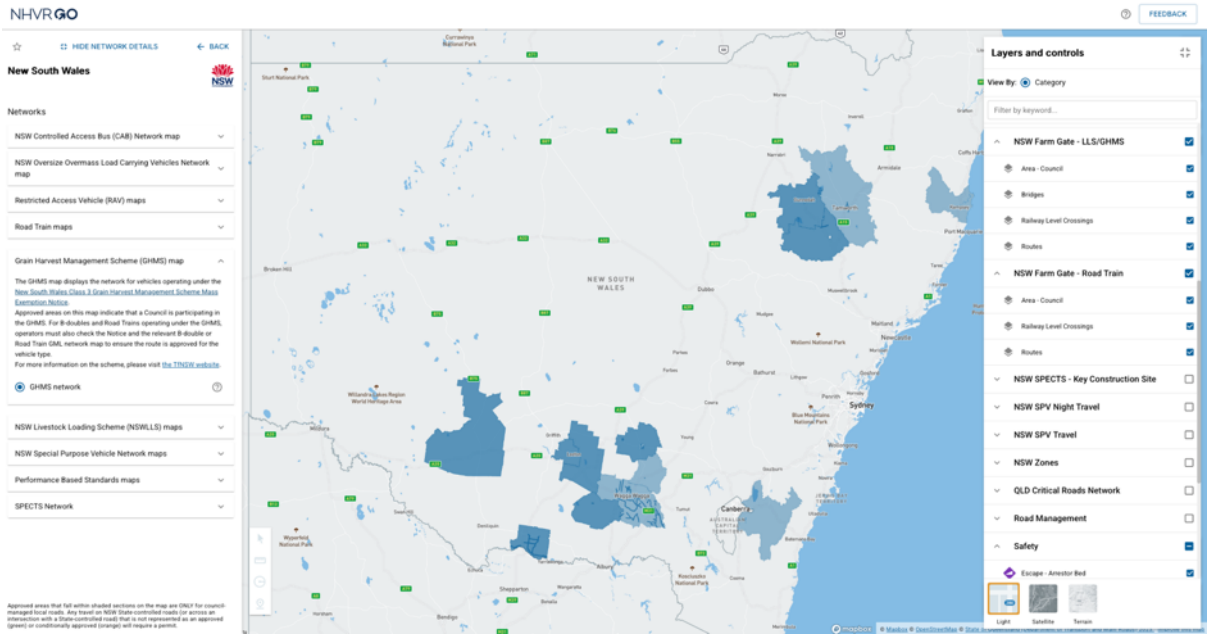
NSW has a Farm Gate network allows access for trucks operating under the grain harvest management scheme on council roads when they are fitted with telematics. The scheme is designed to get higher productivity vehicles onto the local road network without having to apply for NHVR access permits.

Key points:

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

See Figure 38 below for the map available on the NHVR National Network Map.

Figure 38: NSW Farm Gate Map with Participating Councils (August 2025)



3.19.4 Victorian GHMS

The *Victoria Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2022 (No.1)* can be complex and care must be taken with the mass limits. For more information refer to the *Information sheet – Victoria Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2022 (No. 1)*.

The Notice provides the specific mass exemptions and conditional masses, and compliance with the GHMS is an essential condition of operating under the Notice. Although many configurations do not qualify for the scheme, by road volumes, most of the trucks that operate in Victoria are represented.

Key points with the Victoria Harvest Management Scheme:

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

3.19.5 South Australian GHMS

The *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2)* applies in South Australia. For more information on how the scheme works, refer to the *South Australia Class 3 Grain Transport Mass Exemption Notice – Information sheet*. The notice grants exemptions from prescribed mass requirements for class 3 heavy vehicles that are used for the transportation of grain in South Australia.

In effect the notice provides for the loaded mass of a heavy vehicle to exceed the normal mass limit applicable to the vehicle / combination up to 105%. However, an eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles

as prescribed in the notice. Therefore, a flat 5% increase cannot be applied to all heavy vehicle combinations. Consequently, any heavy vehicle combination consisting of single axles only does not receive a mass increase above the GML.

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

- General mass limits; or
- Higher mass limits; or
- The mass limits specified in a primary notice.
- Steer axle allowances do not receive the Harvest Mass Management (HMM) increase. Any applicable steer axle allowance is added separately to the harvest mass limit.
- The scheme expires on 2 February 2030.

Note: The SA GHMS does not apply to PBS vehicles and any combination with a pig trailer or an axle group with more than three axles. Although not explicitly stated in the notice, GHMS mass limits appear to be consistently rounded down to one decimal place. It is noted in the Truck Book a two-decimal-place convention is applied.

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

The *National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice 2024 (No.1)* is designed to allow farming equipment to be moved between sites for farming purposes. The notice is not designed for grain transport, either during or outside of harvest periods.

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

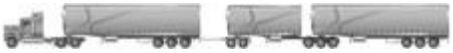
Detailed Truck Codes

Grain Transport Safety Network

WWW.GTSN.COM.AU

4 Detailed truck codes (by truck type)

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

4.1	Rigid Trucks	Page 50	3 Axle Rigid Truck
4.2	Truck & Dogs	Page 57	3 Axle Rigid Truck and 4 Axle Dog Trailer
4.3	Truck and Pig Trailers	Page 77	3 Axle Rigid Truck and 2 Axle Pig Trailer
4.4	Semitrailers	Page 87	6 Axle Semitrailer
4.5	B-doubles	Page 99	9 Axle B-double
4.6	AB-triples	Page 107	 14 Axle AB-triple Road train and 2 Axle Dolly
4.7	Type 1 Road Trains	Page 118	11 Axle Road Train
4.8	B-triples	Page 130	12 Axle B-triple Road Train
4.9	Type 1 Road Trains with Dog Trailers	Page 135	3 Axle Rigid Truck and 2 x 4 Axle Dog Trailers (Road Train)
4.10	Type 2 Road Trains	Page 153	18 Axle 3 Axle Dolly Road Train (Type 2)
4.11	Type 2 Quads	Page 159	18 Axle ABB-quad Road Train and 3 Axle Dolly

4.1 Rigid Trucks

1		2 Axle Rigid Truck
9		3 Axle Rigid Truck
17		3 Axle Twin Steer Rigid Truck
18		4 Axle Twin Steer Rigid Truck
36		5 Axle Twin Steer Rigid Truck
43		4 Axle Rigid Truck

Rigid Trucks:

1

2 Axle Rigid Truck

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	15.00	-	-	✓	✓	-	-			16.13
NSW										15.00
Vic										16.80
SA										15.00[1]

[1] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.

Rigid Trucks:

9

3 Axle Rigid Truck

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	23.00	-	-	✓	✓	-	-			24.19
NSW										23.00
Vic										23.60
SA										23.80[2]

[2] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.

Rigid Trucks:

17

3 Axle Twin Steer Rigid Truck

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	20.00	-	-	-	-	-	-			21.50
NSW										-
Vic										
SA										

Rigid Trucks:

18

4 Axle Twin Steer Rigid Truck

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	28.50	-	-	-	-	-	-			29.56
NSW	28.00									28.00
Vic										28.90
SA										28.80[3]

[3] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.

Rigid Trucks:

36

5 Axle Twin Steer Rigid Truck

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – GML	PBS – CML	PBS – HML	GHMS
Qld	32.00	-	-	-	-	-	-[4]			33.33
NSW	31.00									-
Vic										
SA										32.50

[4] To operate as a PBS truck, it must have a Vehicle Approval and a NHVR Access permit that will typically give access on the PBS 2A network in NSW and Victoria, or the 23 metre B double network in Qld.

Rigid Trucks:

43

4 Axle Rigid Truck

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	27.00	-	-	✓	✓	-	-[5]			27.95
NSW										-
Vic										
SA										28.00[6]

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

[6] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.

4.2 Truck & Dogs

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

73		4 Axle Twin Steer Rigid Truck and 4 Axle Dog
76		3 Axle Rigid Truck and 4 Axle Dog Trailer
87		3 Axle Rigid Truck and 5 Axle Dog Trailer (PBS)
102		3 Axle Rigid Truck and 6 Axle Dog Trailer (PBS)
106		5 Axle Twin steer Rigid and 3 Axle Dog (PBS)
107		4 Axle Single Steer Rigid Truck and 4 Axle Dog (PBS)
113		3 Axle Rigid and 6 Axle Dog and 4 Axle Dog (PBS)
114		3 Axle Rigid and 6 Axle Dog and 5 Axle Dog (PBS)

Truck and Dogs: 2 Axle Rigid Truck and 2 Axle Dog Trailer

7

State	GML[7]	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	30.00[8]	-	-	✓	✓	-	-			32.25
NSW										-
Vic										
SA										

[7] The mass of a dog trailer shall not exceed the mass of the towing vehicle under Schedule 1, Part 1, section 2(4) of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation*.
[8] Single tyres on dog trailer maximum weight of 27.0 tonnes.

Truck and Dogs: 2 Axle Rigid Truck and 3 Axle Dog Trailer

8

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	30.00[9]	-	-	✓	✓	-	-			32.25
NSW										-
Vic										
SA										31.50

[9] The mass of a dog trailer shall not exceed the mass of the towing vehicle under Schedule 1, Part 1, section 2(4) of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation*.

Truck and Dogs: 3 Axle Rigid Truck and 2 Axle Dog Trailer

15

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld[10]	41.00	-	-	✓	✓	-	-			43.54
NSW										41.00
Vic										42.50
SA										41.80[11]

[10] 41.50 tonnes is possible under the *QLD Queensland Class 3 Heavy Vehicle Additional Mass Limits Exemption Notice 2026 (No.1)*.

[11] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.

Truck and Dogs: 3 Axle Rigid Truck and 3 Axle Dog Trailer

16

State	GML	HML	Notice [12]	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2[13]	PBS – Mass 3	GHMS
Qld	43.50	-	45.00	✓	✓	-	48.50	49.50	-	45.70
NSW			48.00							44.63
Vic			45.00							-
SA			45.00 / 48.00[14]							45.60

[12] Mass limits apply for trucks that comply with *National Class 3 Truck and Dog Trailer Mass Exemption Notice 2023 (No.1)* – GHMS concessions do not apply to permit mass limit.

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

[14] *South Australia Class 3 Truck and Dog Trailer (up to 23m long) Mass and Dimension Exemption Notice 2025 (No.1)*.

Truck and Dogs: 4 Axle Twin Steer Rigid Truck and 2 Axle Dog Trailer

21

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	43.50	-	-	-	-	-	-			45.70
NSW										-
Vic										
SA										45.60

Truck and Dogs: 4 Axle Twin Steer Rigid Truck and 3 Axle Dog Trailer

22

State	GML	HML	Notice [15]	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2[16]	PBS – Mass 3	GHMS
Qld	43.50	-	45.00	-	-	-	50.00[17]	54.00	54.00	45.70
NSW			50.00							44.63
Vic			45.00							-
SA										45.60

[15] Mass limits apply for trucks that comply with *National Class 3 Truck and Dog Trailer Mass Exemption Notice 2023 (No.1)* – GHMS concessions do not apply to permit mass limit.

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

[17] 50.00 tonne mass limit applies for PBS Level 1 on PBS 2A network and 53.00 tonne mass limit applies on PBS 2B network.

Truck and Dogs: 4 Axle Rigid Truck and 5 Axle Dog (PBS)[18]

32

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	63.00	65.00	68.50	-
NSW										
Vic										
SA										

[18] To operate as a PBS truck, it must have a Vehicle Approval and a NHVR Access permit that will typically give access on the PBS 2A network in NSW and Victoria, or the 23 metre B double network in Qld.

Truck and Dogs: 3 Axle Rigid Truck and 6 Axle Dog Trailer (PBS)[19]

44

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	63.00	65.00	68.50	-
NSW										
Vic										
SA										

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

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

55

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2[20]	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	64.00	66.00	67.50	-
NSW										
Vic										
SA										

Can operate under PBS truck and dog notice.

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

Truck and Dogs: 4 Axle Twin Steer Rigid Truck and 6 Axle Dog Trailer (PBS)[21]

56

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2[22]	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	67.50	70.00	73.00	-
NSW										
Vic							-			
SA							67.50	70.00	73.00	

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

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

Truck and Dogs: 4 Axle Twin Steer Rigid Truck and 4 Axle Dog Trailer[23]

73

State	GML	HML	Notice [24]	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	43.50	-	50.00	-	-	-	-	-	-	45.70
NSW										-
Vic							62.00			
SA							-			45.60

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

[24] Mass limits apply for trucks that comply with *National Class 3 Truck and Dog Trailer Mass Exemption Notice 2023 (No.1)* – GHMS concessions do not apply to permit mass limit.

Truck and Dogs: 3 Axle Rigid Truck and 4 Axle Dog Trailer

76

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2[25]	PBS – Mass 3	GHMS
Qld	43.50	-	50.00[26] 55.50[27] 57.50[28]	✓	✓	-	56.00 56.50[29]	57.50 58.00[30]	-	45.70
NSW										44.63
Vic										44.60
SA										45.60

[25] To operate as a PBS truck, it must have a Vehicle Approval and comply with the requirements of the *National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2024 (No.2)*. PBS CML (Mass 2) requires HVA/NHVAS Mass. Access is limited to the PBS 2A network. For more information refer Section 3.10.

[26] Mass limits apply for trucks that comply with the *National Class 3 Truck and Dog Trailer Mass Exemption Notice 2023 (No.1)* – GHMS concessions do not apply to permit mass limit. It is not reasonably practicable to check lower mass limits due to shorter axle spacings. For more information refer Section 3.14.

[27] *South Australia Class 3 Truck and Dog Trailer (up to 23m long) Mass and Dimension Exemption Notice 2025 (No.1)*.

[28] Mass Limits apply for trucks that comply with the *National Class 3 20m Long 3-axle Truck and 4-axle Dog Trailer Mass and Dimension Exemption Notice 2024 (No. 1)* on the PBS 2A Network only. It is not reasonably practicable to check lower mass limits due to shorter axle spacings. HVA/NHVAS mass is required in NSW and Qld. Victoria requires HVA/NHVAS Mass or Road Friendly Suspension. For more information refer Section 3.15.

[29] For Euro VI compliant trucks that meet the requirements for 1.0 tonne steer concession.

[30] For Euro VI compliant trucks that meet the requirements for 1.0 tonne steer concession.

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

87

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1[31]	PBS – Mass 2[32]	PBS – Mass 3[33]	GHMS
Qld	-	-	-	-	-	-	59.50 60.00[34]	61.50 62.00[35]	63.00 63.50[36]	-
NSW										
Vic										
SA			59.00[37]	✓	✓					

[31] To operate as a PBS truck, it must have a Vehicle Approval and comply with the requirements of the *National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice 2024 (No.2)*. PBS access is limited to the PBS 2A network. For more information refer Section 3.10.
[32] PBS CML (Mass 2) requires HVA/NHVAS Mass.
[33] TMA is required in Qld and IAP or TMA is required in NSW. Trucks in Victoria and South Australia require NHVAS only to operate to PBS. PBS 2A HML access is limited to the PBS 2A HML network only.
[34] For Euro VI compliant trucks that meet the requirements for 1.0 tonne steer concession.
[35] For Euro VI compliant trucks that meet the requirements for 1.0 tonne steer concession.
[36] For Euro VI compliant trucks that meet the requirements for 1.0 tonne steer concession.
[37] *South Australia Class 3 Truck and Dog Trailer (up to 23m long) Mass and Dimension Exemption Notice 2025 (No.1).*

Truck and Dogs: 3 Axle Rigid and 2 Axle Dolly and 4 Axle Trailer (PBS)

102

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	-			-
NSW										
Vic[38]							59.50	61.50	67.50	
SA							-			

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

Truck and Dogs: Twin steer 5 Axle Rigid and 3 Axle Dog (PBS)

106

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	-			-
NSW	50.00[39]						56.60[40]	58.00[41]	59.50[42]	
Vic	-						-			
SA										

[39] The vehicle is permitted to operate at General Mass Limits (GML) 50.0 tonnes Gross Combination Mass on all state controlled roads approved under 'PBS Level 1 GML and CML Network' in New South Wales.
[40] The vehicle is permitted to operate at General Mass Limits (GML) 56.5 tonnes Gross Combination Mass on all state controlled roads approved under 'PBS Level 2A GML and CML Network' in New South Wales.
[41] The vehicle is permitted to operate at Concessional Mass Limits (CML) 58.0 tonnes Gross Combination Mass on all state controlled roads approved under 'PBS Level 2A GML and CML Network' in New South Wales.
[42] The vehicle is permitted to operate at Higher Mass Limits (HML) 59.5 tonnes Gross Combination Mass on all state controlled roads approved under 'PBS Level 2A HML Network' in New South Wales.

Truck and Dogs: 4 Axle Rigid Truck and 4 Axle Dog (PBS)

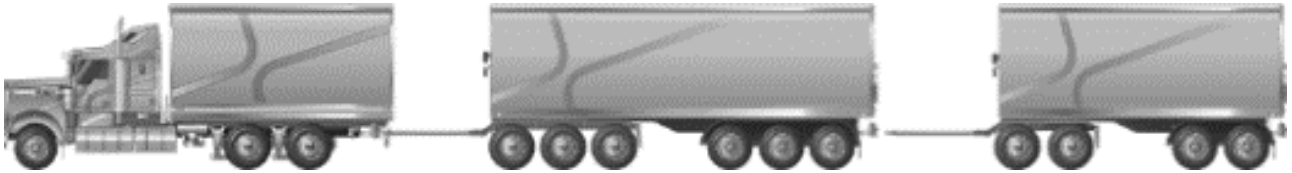
107

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1[43]	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	50.50	✓	✓	-	59.50	61.50	63.00	-
NSW										
Vic										
SA										

[43] To operate as a PBS truck, it must have a Vehicle Approval and a NHVR Access permit that will typically give access on the PBS 2A network in NSW and Victoria, or the 23 metre B double network in Qld.

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

113



State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1[44]	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	-	-	-	-
NSW										
Vic										
SA										

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

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

114

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	-	105.00[45]	-	-
NSW								98.80[46]		
Vic							-			
SA										

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

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

4.3 Truck and Pig Trailers

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

Truck and Pig Trailers:

2 Axle Rigid Truck and 2 Axle Pig Trailer

5

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	30.00	-	-	✓	✓	-	-			32.25
NSW										-
Vic										
SA										

Truck and Pig Trailers: 2 Axle Rigid Truck and 3 Axle Pig Trailer

6

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	30.00	-	-	✓	✓	-	-			32.25
NSW	33.00									-
Vic	30.00									
SA										

Truck and Pig Trailers: 3 Axle Rigid Truck and 2 Axle Pig Trailer

13

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	38.00[47]	-	-	✓	✓	-	-			40.31
NSW										-
Vic										
SA										

[47] Single tyres on pig trailer maximum weight of 31.5t.

Truck and Pig Trailers: 3 Axle Rigid Truck and 3 Axle Pig Trailer

14

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	41.00	-	-	✓	✓	-	-			43.54
NSW										-
Vic										
SA										

Truck and Pig Trailers: 4 Axle Twin Steer Rigid Truck and 2 Axle Pig Trailer

19

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	43.00	-	-	-	-	-	-			45.70
NSW										-
Vic										
SA										

Truck and Pig Trailers: 4 Axle Twin Steer Rigid Truck and 3 Axle Pig Trailer

20

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	43.50	-	-	-	-	-	-			45.70
NSW										-
Vic										
SA										

Truck and Pig Trailers: 4 Axle Twin Steer Rigid Truck and 1 Axle Dog Trailer

35

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	36.50	-	-	-	-	-	-			38.70
NSW										-
Vic										
SA										

Truck and Pig Trailers:

3 Axle Rigid Truck and 1 Axle Pig Trailer

84

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	31.50	-	-	✓	✓	-	-			33.33
NSW										-
Vic										
SA										

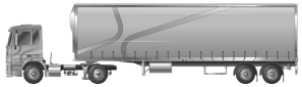
Truck and Pig Trailers:

86

2 Axle Rigid Truck and 1 Axle Pig Trailer

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	23.50	-	-	✓	✓	-	-			25.26
NSW										-
Vic										
SA										

4.4 Semitrailers

2		3 Axle Semitrailer
3		4 Axle Semitrailer
4		5 Axle Semitrailer
10		4 Axle Semitrailer
11		5 Axle Semitrailer
12		6 Axle Semitrailer
33		4 Axle Prime Mover and 4 Axle Semitrailer (PBS)
34		3 Axle Prime Mover and 4 Axle Semitrailer (PBS)
45		7 Axle Twin Steer Semitrailer
57		4 Axle Twin Steer Prime Mover and 2 Axle Semitrailer (PBS)
112		3 Axle Prime Mover and 3 Axle (1 2) Group Trailer

Semitrailers:

2

3 Axle Semitrailer

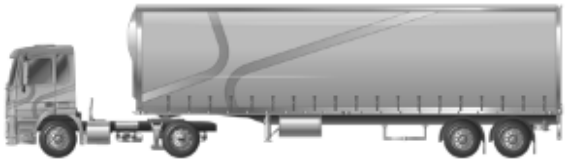
State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	24.00	-	-	✓	✓	-	-			25.80
NSW										-
Vic	26.00									27.30
SA	24.00									-[48]

[48] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.

Semitrailers:

3

4 Axle Semitrailer



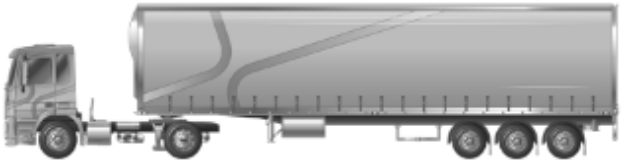
<table>
<tr><th>State</th><th>GML</th><th>HML</th><th>Notice</th><th>0.5t Steer</th><th>1.0t Steer</th><th>1.1t Steer</th><th>PBS – GML</th><th>PBS – CML</th><th>PBS – HML</th><th>GHMS</th></tr>
<tr><td>Qld</td><td>32.50</td><td rowspan="2">-</td><td rowspan="4">-</td><td rowspan="4">✓</td><td rowspan="4">✓</td><td rowspan="4">-</td><td colspan="3" rowspan="4">-</td><td>33.86</td></tr>
<tr><td>NSW</td><td rowspan="3">32.00</td><td>32.00</td></tr>
<tr><td>Vic</td><td>33.00</td><td>34.10</td></tr>
<tr><td>SA</td><td>32.00</td><td>32.80[49]</td></tr>
</table>

[49] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.

Semitrailers:

4

5 Axle Semitrailer



State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	36.00	37.50	-	✓	✓	-	-			37.63
NSW										36.63
Vic	37.00	38.50								37.80
SA	36.00	37.50								GML 37.00[50] HML 38.60[51]

[50] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.
[51] Ibid.

Semitrailers:

10

4 Axle Semitrailer

<table>
<tr><th>State</th><th>GML</th><th>HML</th><th>Notice</th><th>0.5t Steer</th><th>1.0t Steer</th><th>1.1t Steer</th><th>PBS – Mass 1</th><th>PBS – Mass 2</th><th>PBS – Mass 3</th><th>GHMS</th></tr>
<tr><td>Qld</td><td rowspan="2">32.50</td><td rowspan="4">-</td><td rowspan="4">-</td><td rowspan="4">✓</td><td rowspan="4">✓</td><td rowspan="3">✓[52]</td><td rowspan="4" colspan="3">-</td><td>33.86</td></tr>
<tr><td>NSW</td><td rowspan="3">-</td></tr>
<tr><td>Vic</td><td>33.00</td></tr>
<tr><td>SA</td><td>32.00</td><td>✓[53]</td><td>32.80[54]</td></tr>
</table>

[52] Applies on the B-double network or greater only.
[53] Applies on the PBS 1A network or greater only.
[54] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.

Semitrailers:

11

5 Axle Semitrailer

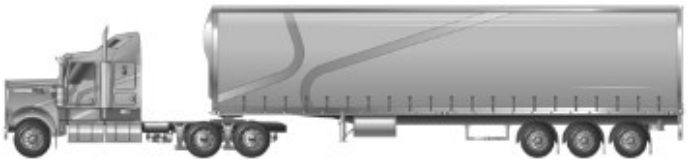
State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	40.00	-	-	✓	✓	✓[55]	-	-	-	41.93
NSW										40.00
Vic										41.00
SA		40.00				✓[56]				41.60[57]

[55] Applies on the B-double network or greater only.
[56] Applies on the PBS 1A network or greater only.
[57] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.

Semitrailers:

12

6 Axle Semitrailer



State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	43.50	45.50	-	✓	✓	✓[58]	-	-	-	45.70
NSW										44.63[59]
Vic										44.60
SA						✓[60]				GML 45.60 HML 47.40[61]

[58] Applies on the B-double network or greater only.
[59] Trucks with HVA or NHVAS Mass get an additional 0.2 tonnes.
[60] Applies on the PBS 1A network or greater only.
[61] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.

Semitrailers: 4 Axle Prime Mover and 4 Axle Semitrailer (PBS)

33

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	46.50[62]	-	-	-	-	-	47.50	48.50	55.00[63]	-
NSW										
Vic										
SA										

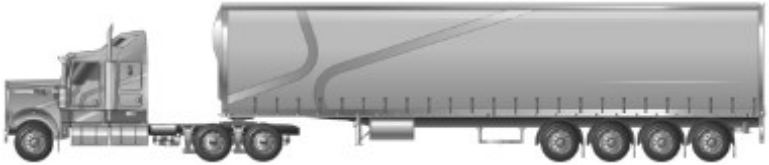
[62] A quad-axle semitrailer combination with a quad-axle group mass that does not exceed 21 tonnes is eligible for General Access, provided it complies dimensionally with the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation* – length 19 m, width 2.5 m, height 4.3 m and mass 43.5 tonnes. For more information see NHVR publication *PBS Quad-axle Mass exception Limits (QML), 14 May 2024*.

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

Semitrailers:

34

3 Axle Prime Mover and 4 Axle Trailer (PBS)



State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	44.00[64]	-	-	✓	✓	✓[65]	44.00	44.00[66]	50.50[67]	-
NSW										
Vic								46.00[68]		
SA						✓[69]		44.00[70]		

[64] A quad-axle semitrailer combination with a quad-axle group mass that does not exceed 21 tonnes is eligible for General Access, provided it complies dimensionally with the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation* – length 19 m, width 2.5 m, height 4.3 m and mass 43.5 tonnes. For more information see NHVR publication *PBS Quad-axle Mass exception Limits (QML), 14 May 2024*.
[65] Applies on the B-double network or greater only.
[66] PBS Vehicle Approval required. Access granted examples with NHVR Access Permit on the NSW PBS 1A network.
[67] PBS Vehicle Approval required. Access granted examples with NHVR Access Permit on the NSW PBS 1A HML network, or on specific roads. Lower mass limit of 46.0t may apply depending on NHVR Access Permit.
[68] PBS Vehicle Approval required. Check access permit for wording that vehicle is permitted to operate at 46.0 tonnes Gross Combination Mass on the PBS Quad Semi Trailer Network in Victoria.
[69] PBS Vehicle Approval required. Applies on the PBS 1A network or greater only.
[70] PBS Vehicle Approval required. Access granted examples with NHVR Access Permit on the NSW PBS 1A network.

Semitrailers:

45

7 Axle Twin Steer Semitrailer

State	GML[71]	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	47.50	49.50	-	-	-	-	-			49.99
NSW										-
Vic										
SA										GML 49.80 HML 51.90

[71] For most twinsteer prime mover semitrailer combinations, the total combination mass limit is **less** than the sum of the combination's axle mass limits. For more information see NHVR Information Sheet *Mass limits for twinsteer prime movers towing tri-axle semitrailers*.

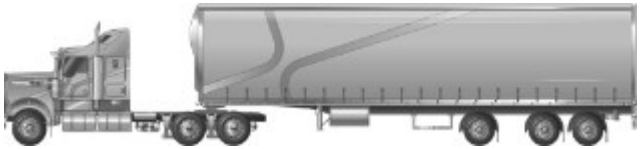
Semitrailers: 4 Axle Twin Steer Prime Mover with 2 Axle Semitrailer

57

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	45.00	-	-	-	-	-	-			47.30
NSW	40.00									-
Vic										
SA										42.00

Semitrailers: 3 Axle Prime Mover and 3 Axle (1 2) Group Trailer[72]

112



State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld										
NSW										
Vic						-				
SA										

[72] Access is extremely limited, and truck must have a PBS Vehicle Approval and Access Permit.

4.5 B-doubles

29		8 Axle B-double
58		Tri-Quad B-double (PBS)
68		9 Axle B-double
83		7 Axle B-double
85		Twin Steer 10 Axle B-double
92		8 Axle B-double
101		3 Axle Prime Mover and 3 Axle A Trailer and 4 Axle B Trailer

B-doubles:

29

8 Axle B-double

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	61.00	62.50	-	✓	✓	✓[73]	-			63.43
NSW						✓[74]				-
Vic						✓[75]				
SA						✓[76]				GML 63.60[77] HML 65.20[78]

[73] Queensland 25/26 metre B-double Network.
[74] New South Wales GML Type 1 A-double Network.
[75] Victoria Road Train Network – note this is northern Victoria only and not the HPFV network.
[76] South Australia 26m B-double Network.
[77] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.
[78] Ibid.

B-doubles:

58

Tri-Quad B-double (PBS)

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-						62.50	65.00[79]	68.50[80]	-
NSW							63.00	65.00[81]	68.50[82]	
Vic							-	-	-	
SA										

[79] QLM1 Access: Vehicle Permitted to operate on B-double Routes.
[80] QLM2 Access: Vehicle Permitted to operate on B-double HML Routes.
[81] QLM1 Access: Vehicle permitted to operate on all state controlled roads approved under the PBS Level 2A GML and CML Network in NSW.
[82] QLM2 Access: Vehicle permitted to operate on all state controlled roads approved under the PBS Level 2A GML and CML HML Network in NSW.

B-doubles:

68

9 Axle B-double

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	64.50	68.00	-	✓	✓	✓[83]	-			67.19
NSW						✓[84]				65.63[85]
Vic						✓[86]				65.60
SA						✓[87]				GML 67.70 HML 71.40

[83] Queensland 25/26 metre B-double Network.
[84] New South Wales GML Type 1 A-double Network.
[85] Trucks with HVA or NHVAS Mass get an additional 0.8 tonnes.
[86] Victoria Road Train Network – note this is northern Victoria only and not the HPFV network.
[87] South Australia 26m B-double Network.

B-doubles:

83

7 Axle B-double

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS[88]
Qld	57.00		51.00[89]	✓	✓	✓[90]	-			59.66
NSW						✓[91]				57.00
Vic						✓[92]				58.30
SA		57.00				✓[93]				59.40[94]

[88] On routes with no B-double access, GHMS mass limits are as follows: Qld = 53.70t; NSW and Vic = 52.50t.
[89] On general access (non B-double) routes, GML is limited to 51.00t.
[90] Queensland 25/26 metre B-double Network.
[91] New South Wales GML Type 1 A-double Network.
[92] Victoria Road Train Network – note this is northern Victoria only and not the HPFV network.
[93] South Australia 26m B-double Network.
[94] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.

B-doubles:

85

Twin Steer 10 Axle B-double

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	64.50	68.00	-	-	-	-	-			67.19
NSW										-
Vic										
SA										GML 67.70 HML 71.40

B-doubles:

92

8 Axle B-double[95]

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	61.00	62.50	-	✓	✓	✓[96]	-			63.43
NSW						✓[97]				-
Vic						✓[98]				
SA						✓[99]				GML 63.60[100] HML 65.20[101]

[95] The first and second trailers are interchangeable.
[96] Queensland 25/26 metre B-double Network.
[97] New South Wales GML Type 1 A-double Network.
[98] Victoria Road Train Network – note this is northern Victoria only and not the HPFV network.
[99] South Australia 26m B-double Network.
[100] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.
[101] Ibid.

B-doubles:

101

3 Axle Prime Mover and 3 Axle A Trailer and 4 Axle B Trailer (PBS)[102]

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld										
NSW										
Vic						-				
SA										

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

4.6 AB-triples

60

11 Axle AB-triple

64

12 Axle AB-triple Road Train and 3 Axle Dolly

66

13 Axle AB-triple Road Train and 3 Axle Dolly

70

13 Axle AB-triple Road Train and 2 Axle Dolly

71

13 Axle AB-triple Road Train and 3 Axle Dolly

88

14 Axle AB-triple Road Train and 2 Axle Dolly

93

13 Axle AB-triple Road Train and 2 Axle Dolly

95

12 Axle AB-triple Road Train and 2 Axle Dolly

96

15 Axle AB-triple Road Train and 3 Axle Dolly

98

14 Axle AB-triple Road Train and 3 Axle Dolly

AB-triples:

60

11 Axle AB-triple

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	91.50	-	-	✓	✓	✓	-			95.14
NSW	90.50									-
Vic	-			-	-	-				
SA[103]	90.50			✓	✓	✓				95.00

[103] Operate on the PBS 3A network in South Australia.

AB-triples:

64

12 Axle AB-triple Road Train and 3 Axle Dolly

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	95.00[104]	96.50	-	✓	✓	✓	-			98.90
NSW	94.00									-
Vic[105]	-	-		-	-	-				
SA[106]	94.00	96.50		✓	✓	✓				GML 98.70 HML 101.30

[104] CML AB-triples in Qld get another 1.0 tonne.
[105] NHVR Access Permit required to operate in Victoria.
[106] Operate on the PBS 3A network in South Australia.

AB-triples: 13 Axle AB-triple Road Train and 3 Axle Dolly[107]

66

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	98.50[108]	102.00	-	✓	✓	✓	-			102.66
NSW	97.50									-
Vic[109]	-	-		-	-	-				
SA[110]	97.50	102.00		✓	✓	✓				GML 102.30 HML 107.10

[107] OK to swap the tandem/tri trailers to have the same mass limits.
[108] CML AB-triples in Qld get another 1.0 tonne.
[109] NHVR Access Permit required to operate in Victoria.
[110] Operate on the PBS 3A network in South Australia.

AB-triples:

70

13 Axle AB-triple Road Train and 2 Axle Dolly[111]

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	98.50[112]	102.00	-	✓	✓	✓	-			102.66
NSW	97.50									-
Vic[113]	-	-		-	-	-				
SA[114]	97.50	102.00		✓	✓	✓				GML 102.30 HML 107.10

[111] Permitted to swap the tandem/tri trailers to have the same mass limits.
[112] CML AB-triples in Qld get another 1.0 tonne.
[113] NHVR Access Permit required to operate in Victoria.
[114] Operate on the PBS 3A network in South Australia.

AB-triples: 13 Axle AB-triple Road Train and 3 Axle Dolly

71

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	98.50	102.00	-	✓	✓	✓	-			102.66
NSW	97.50	100.50 [115]								-
Vic	-	-		-	-	-				
SA[116]	97.50	100.50		✓	✓	✓				GML 102.30 HML 107.10

[115] HML is reduced under a Class 2 permit issued by the NHVR.
[116] Operate on the PBS 3A network in South Australia.

AB-triples: 14 Axle AB-triple Road Train and 2 Axle Dolly

88

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	102.00 [117]	107.50	-	✓	✓	✓	-			106.43
NSW	101.00									104.00
Vic[118]										-
SA[119]										GML 106.00 HML 112.80

[117] CML AB-triples in Qld get another 1.0 tonne because GML is heavier than 80 tonnes.
[118] Trucks always require NHVR Access Permit. For more information refer Section 3.13.2.
[119] Operate on the PBS 3A network in South Australia. For more information refer Section 3.13.3.

AB-triples: 13 Axle AB-triple Road Train and 2 Axle Dolly[120]

93

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	98.50[121]	102.00	-	✓	✓	✓	-			102.66
NSW	97.50									-
Vic	-	-		-	-	-				
SA[122]	97.50	102.00		✓	✓	✓				GML 102.30 HML 107.10

[120] All trailers are interchangeable - axles on the dolly cannot be changed.
[121] CML AB-triples in Qld get another 1.0 tonne.
[122] Operate on the PBS 3A network in South Australia.

AB-triples:

95

12 Axle AB-triple and 2 Axle Dolly[123]

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	95.00	96.50	-	✓	✓	✓	-			98.90
NSW	94.00									-
Vic	-	-		-	-	-				
SA[124]	94.00	96.50		✓	✓	✓				GML 98.70 HML 101.30

[123] Permitted to swap the tandem/triaxle trailers to have the same mass limits.
[124] Operate on the PBS 3A network in South Australia.

AB-triples: 15 Axle AB-triple Road Train and 3 Axle Dolly

96

<table>
<tr><th>State</th><th>GML</th><th>HML</th><th>Notice</th><th>0.5t Steer</th><th>1.0t Steer</th><th>1.1t Steer</th><th>PBS – Mass 1</th><th>PBS – Mass 2</th><th>PBS – Mass 3</th><th>GHMS</th></tr>
<tr><td>Qld</td><td>105.50</td><td rowspan="4">113.00</td><td rowspan="4">-</td><td rowspan="4">✓</td><td rowspan="4">✓</td><td rowspan="4">✓</td><td colspan="3" rowspan="2">-</td><td>110.19</td></tr>
<tr><td>NSW</td><td rowspan="3">104.50</td><td>107.63</td></tr>
<tr><td>Vic[125]</td><td rowspan="2">103.00</td><td rowspan="2">105.00</td><td rowspan="2">113.50</td><td>-</td></tr>
<tr><td>SA[126]</td><td>GML 109.70
HML 118.60</td></tr>
</table>

[125] PBS access possible with VA and TMA via the National Class 2 Performance Based Standards (High Productivity) Authorisation Notice (see 3.13.2) on the PBS 3 A 113.50 tonne network. Non-PBS trucks always require NHVR Access Permit on the Victoria Hay & Grain Network (see 3.17).
[126] Operate on the PBS 3A network in South Australia.

AB-triples:

98

14 Axle AB-triple[127]

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	102.00	107.50	-	✓	✓	✓	-			106.43
NSW	101.00									-
Vic	-	-		-	-	-				
SA[128]	101.00	107.50		✓	✓	✓				GML 106.00 HML 112.80

[127] Permitted to swap the tandem/triaxle trailers to have the same mass limits.
[128] Operate on the PBS 3A network in South Australia.

4.7 Type 1 Road Trains

24		3 Axle Prime Mover and 2 Axle Trailer and 2 Axle Dog Trailer and 2 Axle Trailer (9 Axle A-double)
25		5 Axle Prime Mover and 2 Axle Dolly and 3 Axle Trailer (Road Train)
27		6 Axle Prime Mover and 2 Axle Dolly and 2 Axle Trailer
28		11 Axle Road Train (A-double)
31		11 Axle Road Train (A-double)
62		3 Axle Rigid and 3 Axle Dolly and 3 Axle Trailer (PBS)
91		12 Axle Road Train (A-double)
100		3 Axle Rigid and 3 Axle Dolly and 3 Axle A Trailer and 3 Axle B Trailer (PBS)
109		3 Axle Prime Mover and 3 Axle (1 2) Group Trailer and 3 Axle Dolly and 3 Axle (1 2) Group Trailer (PBS)
111		3 Axle Prime Mover and 3 Axle (1 2) Group Trailer and 2 Axle Dolly and 3 Axle (1 2) Group Trailer (PBS)

Type 1 Road Trains:

3 Axle Prime Mover and 2 Axle Trailer and 2 Axle Dolly and 2 Axle Trailer (9 Axle A-double)

24

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	74.00	74.00	-	✓	✓	✓	-	68.06	74.50[129]	77.40
NSW								68.50[130]	74.50[131]	-
Vic	-	-		-	-	-	66.06[132]	68.06	74.50	
SA	74.00	74.00		✓	✓	✓	-	-	-	77.70

[129] PBS Road Train operate to HML between GrainCorp Fisherman Islands and Type 1 Road Train Network in Toowoomba.
[130] With VA, can operate up to 68.50 tonnes as Tier 1 Vehicle on PBS 2B network via National Class 2 (Tier 1) Performance Based Standards Notice.
[131] With VA, can operate on PBS 2B network via *National Class 2 Performance Based Standards (High Productivity) Authorisation Notice* – see 3.13.1.
[132] PBS Road train can operate to 66.06t with permit on B-double routes – HML weights are extremely limited and care must be taken.

Type 1 Road Trains: 3 Axle Prime Mover and 2 Axle Trailer and 2 Axle Dolly and 3 Axle Trailer (Road train)

25

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	77.50	79.50	-	✓	✓	✓	-			81.16
NSW										-
Vic	-	-		-	-	-				
SA	77.50	79.50		✓	✓	✓				GML 81.30 HML 83.40

Type 1 Road Trains: 3 Axle Prime Mover and 3 Axle Trailer and 2 Axle Dolly and 2 Axle Trailer

27

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1[133]	PBS – Mass 2[134]	PBS – Mass 3	GHMS
Qld	77.50	79.50	-	✓	✓	✓	76.00	78.00	-	81.16
NSW							-			-
Vic	-	-		-	-	-				
SA	77.50	79.50		✓	✓	✓				GML 81.30 HML 83.40

[133] NHVR Vehicle Approval and Access Permit is required to deliver to Gladstone, Mackay and Pinkenba ports.
[134] Above permits and NVHAS mass is required.

Type 1 Road Trains: 11 Axle Road Train (A-double)

28

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	81.00	85.00	-	✓	✓	✓	-	-	85.00[135]	84.93
NSW									85.50[136]	83.00
Vic[137]									85.50[138]	-
SA									85.50[139]	GML 85.00 HML 89.20

[135] Trucks can access Mackay, Gladstone and Brisbane with PBS VA, TMA and Access Permit. See 3.12 Queensland Performance Based Standards A-Doubles East of the Great Dividing Range.
[136] Trucks can access Newcastle and Port Kembla with VA and TMA on PBS 2B network. See NSW 3.13.1 *National Class 2 Performance Based Standards (High Productivity) Authorisation Notice*.
[137] Access possible with Access Permit via 3.17 Victoria Hay & Grain Network.
[138] PBS access possible with VA and TMA on PBS 2B 85.50 tonne network. See 3.13.2 *National Class 2 Performance Based Standards (High Productivity) Authorisation Notice*
[139] PBS Access Possible on PBS 2B network. See 3.13.3 *National Class 2 Performance Based Standards (High Productivity) Authorisation Notice*.

Type 1 Road Trains: 11 Axle Road Train (A-double)

31

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	81.00	85.00	-	✓	✓	✓	-	-	-	84.93
NSW										83.00
Vic	-	-		-	-	-		72.70[140]	76.70	-
SA	81.00	85.00		✓	✓	✓		-	-	GML 85.00 HML 89.20

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

Type 1 Road Trains: 3 Axle Rigid and 3 Axle Dolly and 3 Axle Trailer (PBS)[141]

62

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld[142]	-						62.50	63.00	68.50	-
NSW[143]										
Vic							-			
SA										

[141] 3 axle trailer can be swapped with a 3 axle A trailer from a B double.
[142] Truck can operate on the B double network, or PBS HML on the PBS HML Network.
[143] Truck can operate on the PBS 2A network, or PBS HML on the PBS 2A HML Network.

Type 1 Road Trains: 12 Axle Road Train (A-double)

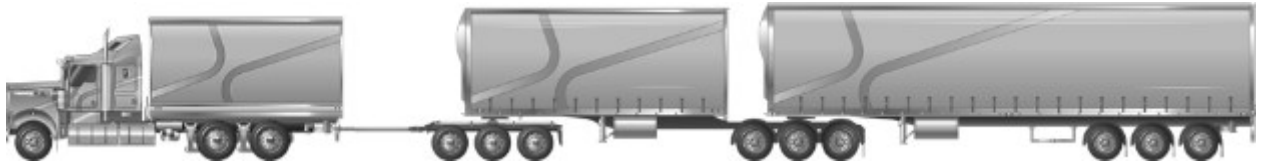
91

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	84.50	90.50	-	✓	✓	✓	-	-	85.00[144]	88.69
NSW									85.50[145]	86.63
Vic[146]									91.00[147]	-
SA									91.00[148]	GML 88.70 HML 95.00

[144] Trucks can access Mackay, Gladstone and Brisbane with PBS VA, TMA and Access Permit. See 3.12 Queensland Performance Based Standards A-Doubles East of the Great Dividing Range.
[145] Trucks can access Newcastle and Port Kembla with VA and TMA on PBS 2B network with access permit. See NSW 3.13.1 National Class 2 Performance Based Standards (High Productivity) Authorisation Notice.
[146] Access possible with Access Permit via 3.17 Victoria Hay & Grain Network.
[147] PBS access possible with VA and TMA on PBS 3A 91.00 tonne network. See 3.13.2 *National Class 2 Performance Based Standards (High Productivity) Authorisation Notice*.
[148] PBS Access Possible on PBS 3A network. See 3.13.3 *National Class 2 Performance Based Standards (High Productivity) Authorisation Notice*.

Type 1 Road Trains: 3 Axle Rigid and 3 Axle Dolly and 3 Axle A Trailer and 3 Axle B Trailer (PBS)

100



State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld									91.00[149]	
NSW									78.40[150]	
Vic			-				-		-	-
SA									78.40[151]	

[149] 91.0 tonnes on the PBS 3A network and 78.40 tonnes on the PBS 2B network, unless there is an access permit for the specific route.
[150] Maximum permitted mass limit by permit is 78.40 tonnes on the PBS 2B network.
[151] Ibid.

Type 1 Road Trains:

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

109

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-						88.35[152]	90.35[153]	92.35[154]	-
NSW							-	91.80[155]	98.00[156]	
Vic							-			
SA										

[152] Access possible on Type 1 Road Train Network with Access Permit.
[153] Ibid.
[154] Access possible on HML Type 1 Road Train Network with Access Permit.
[155] Access is possible on PBS 3A network with Access Permit.
[156] Access extremely restricted with turn-by-turn routes. Only example is GrainCorp Moree.

Type 1 Road Trains:

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

111

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld							84.00[157]	92.50[158]	-	
NSW							84.00[159]	92.50[160]	-	
Vic			-				-			-
SA										

[157] PBS Level 3 Network.
[158] By route only – care must be taken.
[159] Type 1 A-Double HML Network.
[160] By route only – care must be taken.

Type 1 Road Trains: Tri Drive Prime Mover 13 Axle Road Train

112

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-						84.00[161]	92.50[162]	-	-
NSW							84.00[163]	92.50[164]	-	
Vic							-			
SA										

[161] PBS Level 3 Network.
[162] By route only – care must be taken.
[163] Type 1 A-Double HML Network.
[164] By route only – care must be taken.

4.8 B-triples

30

9 Axle B-triple Road Train

69

10 Axle B-triple Road Train

94

12 Axle B-triple Road Train

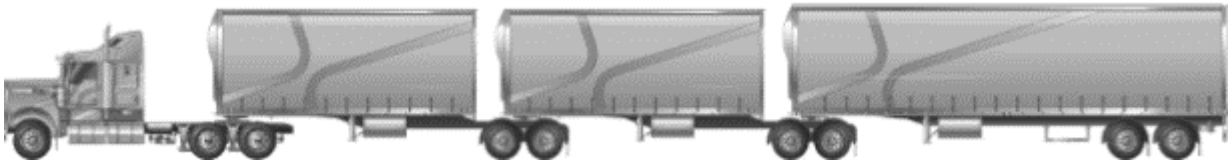
97

11 Axle B-triple Road Train

B-triples:

30

9 Axle B-triple Road Train



State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	74.00	-	-	✓	✓	✓	-			77.40
NSW										-
Vic	-			-	-	-				-
SA	74.00			✓	✓	✓				77.70

B-triples:

69

10 Axle B-triple Road Train

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	77.50	79.50	-	✓	✓	✓	-			81.16
NSW										-
Vic	-	-		-	-	-				
SA[165]	77.50	79.50		✓	✓	✓				GML 81.30 HML 83.40

[165] South Australia requires PBS 3A Network permit if operating at HML.

B-triples:

12 Axle B-triple Road Train

94

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	84.50	90.50	-	✓	✓	✓	-			88.69
NSW										86.63
Vic							91.00	85.00	91.00	-
SA[166]							-			GML 88.70 HML 95.00

[166] South Australia requires PBS 3A Network permit if operating at HML.

B-triples:

97

11 Axle B-triple Road Train

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	81.00	85.00	-	✓	✓	✓	-			84.93
NSW										-
Vic	-	-		-	-	-				-
SA[167]	81.00	85.00		✓	✓	✓				GML 85.00 HML 89.20

[167] South Australia requires PBS 3A Network permit if operating at HML.

4.9 Type 1 Road Trains with Dog Trailers

23		5 Axle Semitrailer and 3 Axle Dog Trailer (Road Train)
26		6 Axle Semitrailer and 3 Axle Dog Trailer (Road Train)
37		3 Axle Rigid Truck and 2 x 3 Axle Dog Trailers (Road Train)
38		3 Axle Rigid Truck and 4 Axle Dog Trailer and 3 Axle Dog Trailer (Road Train)
39		3 Axle Rigid Truck and 2 x 4 Axle Dog Trailers (Road Train)
40		4 Axle Twin Steer Rigid Truck and 2 x 3 Axle Dog Trailers (Road Train)
41		4 Axle Twin Steer Rigid Truck and 4 Axle Dog Trailer and 3 Axle Dog Trailer (Road Train)
42		4 Axle Twin Steer Rigid Truck2 x 4 Axle Dog Trailers (Road Train)
49		3 Axle Rigid Truck and 5 Axle Dog Trailer and 4 Axle Dog Trailer (PBS)
63		3 Axle Rigid Truck and 3 Axle Dog Trailer (Road Train)
72		4 Axle Twin Steer Rigid Truck and 4 Axle Dog Trailer (Road Train)

75		3 Axle Rigid Truck and 4 Axle Dog Trailer (Road Train)
103		3 Axle Rigid and 5 Axle Dog and 5 Axle Dog
104		3 Axle Prime Mover and 3 Axle Trailer and 4 Axle Dog Trailer (Road Train)
105		3 Axle Prime Mover and 2 Axle Trailer and 4 Axle Dog (Road Train)
108		3 Axle Rigid and 5 Axle Dog Trailer (Road Train)

Road Trains with Dog Trailers:

5 Axle Semitrailer and 3 Axle Dog (Road Train)

23

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	66.00	-	-	✓	✓	-	-			69.34[168]
NSW										-
Vic	-			-	-					
SA										

[168] Steer allowance does not apply to QLD GHMS mass limits.

Road Trains with Dog Trailers: 6 Axle Semitrailer and 3 Axle Dog Trailer (Road Train)

26

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	70.00	-	-	✓	✓	-	-			73.10[169]
NSW										-
Vic	-									
SA[170]			63.50							

[169] Steer allowance does not apply to QLD GHMS mass limits.
[170] South Australia requires permit to operate.

Road Trains with Dog Trailers: 3 Axle Rigid Truck and 2 x 3 Axle Dog Trailers[171]

37

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	-	-	-	-
NSW	73.50			✓	✓					
Vic	-			-	-					
SA										

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

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

38

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	-	-	-	-
NSW	81.00			✓	✓					
Vic	-			-	-					
SA										

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

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

39

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2[172]	PBS – Mass 3	GHMS
Qld[173]	91.00	-	-	✓	✓	✓	-	92.10	-	95.14
NSW[174]	79.00							90.50[175]		83.00
Vic	-			-	-	-	-			-
SA										

[172] On PBS 3A network with permit.
[173] Qld general access operation is permitted on the 53.5 metre Type 2 Road Train Network only.
[174] NSW operation is permitted on the Type 1 36.5 metre Road Train. Note that the Network National Heavy Vehicle Regulator Heavy Freight. Vehicle Configurations chart shows up to 91.00 tonnes for this configuration, and this is on the Type 2 Road Train Network only.
[175] Access is permitted at PBS weights for trucks with a PBS Vehicle Approval and a NHVR access permit.

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

40

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	-	-	-	-
NSW[176]	74.50									
Vic	-									
SA										

[176] Access on the Type 1 Road Train network.

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

41

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	-			-
NSW[177]	80.00									
Vic	-									
SA										

[177] Access on the NSW Type 1 Road Train network.

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

42

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	-			-
NSW[178]	80.00									
Vic	-									
SA										

[178] Access on the NSW Type 1 Road Train network.

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

49

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld							-			-
NSW							88.00[179]			83.00
Vic			-				-	-	-	-
SA										

[179] Access for combination is very limited at PBS GML (Mass 1).

Road Trains with Dog Trailers:

63

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

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld[180]	49.00	-	-	✓	✓	-	-			51.60
NSW	-			-	-					-
Vic										
SA										

[180] Total combination length must exceed 19 metres and comply with *Queensland Class 3 Truck and Dog (exceeding 19m up to 31.5m in length) Mass and Dimension Exemption Notice 2022 (No.1)* on Type 1 Road Train Routes only using either a 3 axle dog trailer or a 1 axle dolly and 2 axle trailer.

Road Trains with Dog Trailers:

72

4 Axle Twin Steer Rigid Truck and 4 Axle Dog Trailer (Road Train)[181]

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld[182]	62.50	-	-	-	-	-	-			65.04
NSW	-									-
Vic										
SA										

[181] Over 19m up to 31.5m

[182] Total combination length must exceed 19 metres and comply with *Queensland Class 3 Truck and Dog (exceeding 19m up to 31.5m in length) Mass and Dimension Exemption Notice 2022 (No.1)* on Type 1 Road Train Routes only using either a 4 axle dog trailer or a 2 axle dolly and 2 axle trailer.

Road Trains with Dog Trailers:

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

75

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld[183]	57.50	-	-	✓	✓	-	-			59.66
NSW				-	-					-
Vic										
SA										

[183] Total combination length must exceed 19 metres and comply with *Queensland Class 3 Truck and Dog (exceeding 19m up to 31.5m in length) Mass and Dimension Exemption Notice 2022 (No.1)* on Type 1 Road Train Routes only using either a 4 axle dog trailer or a 2 axle dolly and 2 axle trailer.

Road Trains with Dog Trailers: 3 Axle Rigid and 5 Axle Dog and 5 Axle Dog

103

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	-			-
NSW										
Vic[184]	95.00	102.00		✓	✓					
SA										

[184] NHVR access permit required.

Road Trains with Dog Trailers: 3 Axle Prime Mover and 3 Axle Trailer and 4 Axle Dog (Road Train)

104

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	-			-
NSW	75.00[185]			✓	✓					
Vic	75.50 [186]			-	-					
SA	63.50			✓	✓					

[185] Maximum mass (GML) subject to axle spacing requirements.
[186] Truck must have NHVR access permit that lists roads, network and mass limit.

Road Trains with Dog Trailers: 3 Axle Prime Mover and 2 Axle Trailer and 4 Axle Dog (Road Train)

105

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	-	-	-	-	-	-	-	-	-	-
NSW	71.50[187]			✓	✓					
Vic	-			-	-					
SA	63.50			✓	✓					

[187] Maximum mass (GML) subject to axle spacing requirements.

Road Trains with Dog Trailers:

108

3 Axle Rigid and 5 Axle Dog Trailer (Road Train)[188]

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld[189]	61.00	-	-	✓	✓	-	-			63.43
NSW	-			-	-					-
Vic										
SA										

[188] Over 19m up to 31.5m.

[189] Total combination length must exceed 19 metres and comply with *Queensland Class 3 Truck and Dog (exceeding 19m up to 31.5m in length) Mass and Dimension Exemption Notice 2022 (No.1)* on Type 1 Road Train Routes only using either a 4 axle dog trailer or a 2 axle dolly and 2 axle trailer.

4.10 Type 2 Road Trains

74

16 Axle 2 Axle Dolly Type 2 Road Train (16 Axle A-triple)

78

14 Axle Road Train (Type 2)

80

15 Axle Road Train (Type 2)

89

18 Axle 3 Axle Dolly Road Train (Type 2) (18 Axle A-triple)

90

17 Axle Road Train (Type 2)

Type 2 Road Trains

16 Axle 2 Axle Dolly Type 2 Road Train (16 Axle A-triple)

74

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	118.50	124.50		✓	✓	✓				124.16
NSW	-	-	-	-	-	-		-		-
Vic										
SA[190]	118.50	124.50		✓	✓	✓				GML 124.40 HML 130.70

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

Type 2 Road Trains

14 Axle Road Train (Type 2)

78

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	111.50	113.50		✓	✓	✓				116.64
NSW	-	-	-	-	-	-		-		-
Vic										
SA[191]	111.50	113.50		✓	✓	✓				GML 121.20 HML 119.10

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

Type 2 Road Trains

15 Axle Road Train (Type 2)

80

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	115.00	119.00		✓	✓	✓				120.40
NSW	-	-	-	-	-	-		-		-
Vic										
SA[192]	115.00	119.00		✓	✓	✓				GML 120.70 HML 124.90

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

Type 2 Road Trains

18 Axle 3 Axle Dolly Road Train (Type 2) (18 Axle A-triple)

89

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	126.50	135.50		✓	✓	✓				131.69
NSW	-	-	-	-	-	-	-			-
Vic										
SA[193]	126.50	135.50		✓	✓	✓				GML 132.80 HML 142.20

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

Type 2 Road Trains

17 Axle Road Train (Type 2)

90

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	122.00	130.00		✓	✓	✓				127.93
NSW	-	-	-	-	-	-		-		-
Vic										
SA[194]	122.00	130.00		✓	✓	✓				GML 128.10 HML 136.50

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

4.11 Type 2 Quads

50

17 Axle ABB-quad Road Train and 2 Axle Dolly

51

18 Axle ABB-quad Road Train and 3 Axle Dolly

52

17 Axle BAB-quad Road Train and 2 Axle Dolly

53

18 Axle BAB-quad Road Train and 3 Axle Dolly

Type 2 Quads

17 Axle ABB-quad Road Train and 2 Axle Dolly

50

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	122.00	130.00	-	✓	✓	✓	-			127.93
NSW	-	-		-	-	-				-
Vic										
SA										

Type 2 Quads

18 Axle ABB-quad Road Train and 3 Axle Dolly

51

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	126.50	135.50	-	✓	✓	✓	-			131.69
NSW	-	-		-	-	-				-
Vic										
SA										

Type 2 Quads

17 Axle BAB-quad Road Train and 2 Axle Dolly

52

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	122.00	130.00	-	✓	✓	✓	-			127.93
NSW	-	-		-	-	-				-
Vic										
SA										

Type 2 Quads

18 Axle BAB-quad Road Train and 3 Axle Dolly

53

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	126.50	135.50	-	✓	✓	✓	-			131.70
NSW	-	-		-	-	-				-
Vic										
SA										

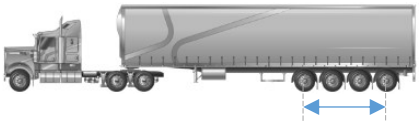
5 Key Terms & Definitions

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

B-trailer	A Semitrailer/s coupled via a turntable (fifth wheel) mounted on the forward semitrailer.
B-triple	A combination consisting of a prime mover towing 3 Semitrailers, all attached by a fifth wheel coupling. Typical B-triple
BA-triple	A prime mover towing three Semitrailers. The second Semitrailer is connected by a fifth wheel located towards the rear of the preceding Semitrailer and the third Semitrailer is connected by a converter dolly. Can also be described as a B-double towing a Semitrailer using a converter dolly.
BAA-quad	A prime mover towing four Semitrailers. The second Semitrailer is connected by a fifth wheel located towards the rear of the preceding Semitrailer and the third and fourth Semitrailers are connected by a converter dolly. Can also be described as a B-double towing an A-double using a converter dolly.
BAB-quad	A prime mover towing four Semitrailers. The second and fourth Semitrailers are connected by a fifth wheel located towards the rear of the preceding Semitrailer and the third Semitrailer is connected by a converter dolly. Can also be described as a B-double towing a B-double using a converter dolly.
Bulk Handler	Company that loads or unloads grain trucks during or outside of harvest and is a loader, unloader, consigner or consignee under the definitions used by the HVNL. Refer 1.5 for examples about CoR parties.
Chain of Responsibility (CoR)	Chain of Responsibility is like the legal concept of 'duty of care' that underpins Occupational Health and Safety (OHS) law. This approach has long been used by the courts to impose liability in negligence and damages claims. Under CoR, complying with transport law is a shared responsibility and all parties in the road transport supply chain are responsible for preventing breaches. This approach recognises the effects of the actions, inactions and demands of off-the-road parties in the transport chain. Anybody – not just the driver – who has control over the transport task can be held responsible for breaches of road laws and may be legally liable.
Combination	A group of vehicles consisting of a motor vehicle such as a prime mover or rigid truck towing one or more other vehicle units such as a Semitrailer or trailer.
Commonwealth Gazette Notice	A notice published in the Commonwealth Gazette. In the context of this glossary and other documents which reference it, a notice is a Commonwealth Gazette notice unless otherwise stated e.g. notices gazetted by non-Commonwealth jurisdictions.

Concessional Mass Limit (CML)	Concessional mass limits are given to truck operators when they are audited using the NHVAS Mass process to ensure they have systems and processes to manage axle group and gross combination mass limits to allow them to have heavier overall mass. Trucks must display a sticker on the truck to operate to the heavier weight.
Converter dolly	A pig trailer with a fifth wheel coupling designed to convert a Semitrailer into a dog trailer. Typical converter dolly
Coupling	A device used to attach a vehicle in a combination to the vehicle in front of it.
Dimension requirement	Approved width, or height or length.
Dog trailer	A trailer (including a trailer consisting of a Semitrailer and converter dolly) that has— • one axle group or a single axle at the front that is being steered by connection to a towing vehicle by a drawbar; and • one axle group or a single axle at the rear.
Exemption	A legal instrument used to provide alternative or non-compliance with a law, regulation or standard. For example, a vehicle standards exemption, a fatigue-related exemption (e.g. a work/rest hours exemption), or an access-related exemption. An exemption can be provided by notice or permit.
Fifth wheel coupling	A device (other than an upper rotating element and a kingpin) used with a prime mover, Semitrailer or converter dolly to– • permit quick coupling and uncoupling; and • provide for articulation.
Front under-run protection (FUP)	A device or barrier installed at the front of a heavy vehicle with the purpose of preventing other vehicles from being pushed underneath the front of the heavy vehicle in the event of a collision.
Gazette notice	A legal instrument that provides the Regulator with the ability to issue information, authorisations or exemptions, that apply to a certain class(es) of heavy vehicle or persons and will generally include conditions.
Grain Harvest Management Scheme (GHMS)	State-based mass management schemes to overcome some of the practical difficulties in grain transport. These relate to the efforts of operators to maximise payload while not breaching legislated heavy vehicle mass limits due to the varying moisture contents and density variances of grain.
General Mass Limit (GML)	General Mass Limits (GML) apply to all heavy vehicles. The GML state the allowable mass for all types of heavy vehicle axle groups, unless the vehicle is running under an accreditation scheme, or an exemption under the Heavy Vehicle National Law.
Grain Transport Safety Network (GTSN)	See www.gtsn.com.au

Gross Combination Mass (GCM)	Means the total maximum loaded mass of a vehicle and any vehicles it may lawfully tow at any given time– • If the Regulator has, under section 56, specified the total maximum loaded mass of the motor vehicle and any vehicles it may lawfully tow at any given time – specified by the Regulator under that section; or • Otherwise – stated by the motor vehicle's manufacturer.
Gross Vehicle Mass (GVM)	Of a vehicle, means the maximum loaded mass of the vehicle— • If the Regulator has specified the vehicle's maximum loaded mass under section 57—specified by the Regulator under that section; or • Otherwise—stated by the vehicle's manufacturer.
Grain Trade Australia (GTA)	See www.graintrade.org.au
Harvest Management Scheme (HMS)	See Grain Harvest Management Scheme.
Heavy Vehicle	For the purposes of the HVNL a vehicle is a heavy vehicle if it has a GVM or ATM of more than 4.5 tonnes Also, for the purposes of this Law other than in relation to registration under this Law, a combination that includes a vehicle with a GVM or ATM of more than 4.5 tonnes is a heavy vehicle. Rolling stock is not a heavy vehicle under this Law.
High Productivity Freight Vehicles (HPFVs)	HPFVs are large combination vehicles that offer significant benefits for lowering costs, improving safety and protecting the environment by reducing the number of truck movements that would otherwise be needed. For example, a heavy vehicle combination that exceeds 26 metres and/or has a Gross Combination Mass (GCM) of more than 68.5 tonnes.
Higher Mass Limit (HML)	A mass exception under the HVNL which allows higher mass limits on approved routes for particular vehicles or vehicle combinations dependent on other conditions being met (e.g. IAP and/or road friendly suspension may need to be fitted to the vehicle).
Heavy Vehicle National Law (HVNL)	An Australian law with the purpose of regulating the heavy vehicle industry including registration, driver fatigue, vehicle standards, mass dimension and loading, compliance and enforcement and access.
Intelligent Access Program (IAP)	IAP is a program to allow heavy vehicles to have access, or improved access, to the road network in return for monitoring, by an intelligent transport system, of their compliance with stated access conditions.
Mass limits	The maximum allowable mass of an axle or axle group, vehicle or vehicle combination. mass limit regimes include general mass limits, concessional mass limits and higher mass limits.
Mass requirement	Approved mass limit or mass exception.

National Heavy Vehicle Accreditation Scheme (NHVAS)	NHVAS is voluntary and open to operators who can demonstrate a record of compliance with heavy vehicle regulation and standards. Operators can apply for accreditation under the following NHVAS modules: • Mass Management • Maintenance Management • Basic Fatigue Management (BFM) • Advanced Fatigue Management (AFM) To be eligible for accreditation under NHVAS, operators must agree to abide by the NHVAS standards and business rules and provide documentary and audit evidence that they comply with the relevant NHVAS standards. The maximum period for which the Regulator may grant heavy vehicle accreditation is 3 years.
National Heavy Vehicle Regulator (NHVR)	The independent body established under the Heavy Vehicle National Law (HVNL) to administer that law.
Performance Based Standards (PBS)	An alternative compliance scheme for heavy vehicles setting minimum performance levels for safe and efficient operation (as opposed to standard prescriptive rules). Greater access is generally afforded for higher performance.
Notice	A legal instrument used to provide alternative or non-compliance with a law, regulation or standard.
Pig trailer	A trailer with 1 axle group or a single axle near the middle of its load carrying surface; and connected to the towing vehicle by a drawbar. Example pig trailer
Prime mover	A heavy motor vehicle designed to tow a Semitrailer Typical prime mover
Quad-axle group	A group of 4 axles, in which the horizontal distance between the centre-lines of the outermost axles is more than 3.2m but not more than 4.9m.  3.2m < d < 4.9m Typical quad-axle group
Road Friendly Suspension (RFS)	A suspension system certified as a road friendly suspension system by the Vehicle Safety Standards Branch of the Commonwealth Department Infrastructure and Regional Development in accordance with VSB11.
Rigid	Not articulated.

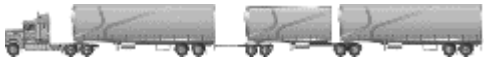
	Typical rigid (truck only)
Road train	A B-triple, or a combination, other than a B-double, consisting of a motor vehicle towing at least 2 trailers, excluding any converter dolly supporting a Semitrailer. Typical road train
Route	A set of connection roads and infrastructure allowing a vehicle to travel from one location to another.
Semitrailer	A trailer that has 1 axle group or a single axle towards the rear, and a means of attachment to a prime mover that results in some of the mass of the trailer's load being imposed on the prime mover. Typical semitrailer
Single axle	1 axle or 2 axles with centres between transverse, parallel, vertical planes spaced less than 1.0m apart. Typical single axle group
Site	An owned or leased property where a business has overall management control or influence, for example, bulk handler country site, domestic end user, farm storage, feedlot, port terminal.
Tandem axle group	A group of at least 2 axles, in which the horizontal distance between the centre-lines of the outermost axles is at least 1m but not more than 2m. 1m < d < 2m Typical tandem axle group
Tri-axle group	A group of at least 3 axles, in which the horizontal distance between the centre-lines of the outermost axles is more than 2m but not more than 3.2m. 2m < d < 3.2m Typical tri-axle group

6 Truck Code Quick Lookup Table (by number)

1	2 Axle Rigid Truck	Rigid Trucks	Page 51	2	3 Axle Semitrailer	Semitrailers	Page 88
3	4 Axle Semitrailer	Semitrailers	Page 89	4	5 Axle Semitrailer	Semitrailers	Page 90
5	2 Axle Rigid Truck and 2 Axle Pig Trailer	Truck and Pig Trailers	Page 78	6	2 Axle Rigid Truck and 3 Axle Pig Trailer	Truck and Pig Trailers	Page 79
7	2 Axle Rigid Truck and 2 Axle Dog Trailer	Truck & Dogs	Page 59	8	2 Axle Rigid Truck and 3 Axle Dog Trailer	Truck & Dogs	Page 170
9	3 Axle Rigid Truck	Rigid Trucks	Page 52	10	4 Axle Semitrailer	Semitrailers	Page 91
11	5 Axle Semitrailer	Semitrailers	Page 92	12	6 Axle Semitrailer	Semitrailers	Page 93
13	3 Axle Rigid Truck and 2 Axle Pig Trailer	Truck and Pig Trailers	Page 80	14	3 Axle Rigid Truck and 3 Axle Pig Trailer	Truck and Pig Trailers	Page 81
15	3 Axle Rigid Truck and 2 Axle Dog Trailer	Truck & Dogs	Page 61	16	3 Axle Rigid Truck and 3 Axle Dog Trailer	Truck & Dogs	Page 62

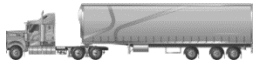
17	3 Axle Twin Steer Rigid Truck	Rigid Trucks	Page 53	18	4 Axle Twin Steer Rigid Truck	Rigid Trucks	Page 54
19	4 Axle Twin Steer Rigid Truck and 2 Axle Pig Trailer	Truck and Pig Trailers	Page 82	20	4 Axle Twin Steer Rigid Truck and 3 Axle Pig Trailer	Truck and Pig Trailers	Page 82
21	4 Axle Twin Steer Rigid Truck and Axle Dog Trailer	Truck & Dogs	Page 63	22	4 Axle Twin Steer Rigid Truck and 3 Axle Dog Trailer	Truck & Dogs	Page 64
23	5 Axle Semitrailer and 3 Axle Dog Trailer (Road Train)	Type 1 Road Trains with Dog Trailers	Page 137	24	3 Axle Prime Mover and 2 Axle Trailer and 2 Axle Dog Trailer and 2 Axle Trailer	Type 1 Road Trains	Page 119
25	5 Axle Prime Mover and 2 Axle Dolly and 3 Axle Trailer (Road Train)	Type 1 Road Trains	Page 120	26	6 Axle Semitrailer and 3 Axle Dog Trailer (Road Train)	Type 1 Road Trains with Dog Trailers	Page 138
27	3 Axle Prime Mover and 3 Axle Trailer and 2 Axle Dolly and 2 Axle Trailer	Type 1 Road Trains	Page 121	28	11 Axle Road Train	Type 1 Road Trains	Page 122
29	8 Axle B-double	B-doubles	Page 100	30	9 Axle B Triple 9 Axle B-triple Road Train	B-triples	Page 131
31	11 Axle Road Train	Type 1 Road Trains	Page 123	32	4 Axle Single Steer Rigid Truck and 5 Axle Dog (PBS)	Truck & Dogs	Page 65

33	4 Axle Prime Mover and 4 Axle Semitrailer (PBS)	Semitrailers	Page 94	34	3 Axle Prime Mover and 4 Axle Semitrailer (PBS)	Semitrailers	Page 95
35	4 Axle Twin Steer Rigid Truck and 1 Axle Dog Trailer	Truck and Pig Trailers	Page 84	36	5 Axle Twin Steer Rigid Truck	Rigid Trucks	Page 55
37	3 Axle Rigid Truck and 2 x 3 Axle Dog Trailers (Road Train)	Type 1 Road Trains with Dog Trailers	Page 139	38	3 Axle Rigid Truck and 4 Axle Dog Trailer and 3 Axle Dog Trailer (Road Train)	Type 1 Road Trains with Dog Trailers	Page 140
39	3 Axle Rigid Truck and 2 x 4 Axle Dog Trailers (Road Train)	Type 1 Road Trains with Dog Trailers	Page 141	40	4 Axle Twin Steer Rigid Truck and 2 x 3 Axle Dog Trailers (Road Train)	Type 1 Road Trains with Dog Trailers	Page 142
41	4 Axle Twin Steer Rigid Truck and 4 Axle Dog Trailer and 3 Axle Dog Trailer (Road train)	Type 1 Road Trains with Dog Trailers	Page 143	42	4 Axle Twin Steer Rigid Truck 2 4 Axle Dog Trailers (Road Train)	Type 1 Road Trains with Dog Trailers	Page 144
43	4 Axle Single Steer Rigid Truck	Rigid Trucks	Page 56	44	3 Axle Rigid Truck and 6 Axle Dog Trailer (PBS)	Truck & Dogs	Page 66
45	7 Axle Twin Steer Semitrailer	Semitrailers	Page 96	46	Inactive		
47	Inactive			48	Inactive		

49	3 Axle Rigid Truck and 5 Axle Dog Trailer and 4 Axle Dog	Type 1 Road Trains with Dog Trailers	Page 145
50	17 Axle ABB-quad Road train and 3 Axle Dolly	Type 2 Quads	Page 160
51	18 Axle ABB-quad Road Train and 3 Axle Dolly	Type 2 Quads	Page 161
52	17 Axle BAB-quad Road Train and 2 Axle Dolly	Type 2 Quads	Page 162
53	18 Axle BAB-quad Road Train and 3 Axle Dolly	Type 2 Quads	Page 163
54	Inactive		
55	4 Axle Twin Steer Rigid Truck and 5 Axle Dog Trailer (PBS)	Truck & Dogs	Page 67
56	4 Axle Twin Steer Rigid Truck and 6 Axle Dog Trailer	Truck & Dogs	Page 68
57	4 Axle Twin Steer Prime Mover and 2 Axle Semitrailer (PBS)	Semitrailers	Page 97
58	Tri-Quad B-double (PBS)	B-doubles	Page 101
59	Inactive		
60	 11 Axle AB-triple	AB-triples	Page 108
61	Inactive		
62	3 Axle Rigid and 3 Axle Dolly and 3 Axle Trailer (PBS)	Type 1 Road Trains	Page 124
63	3 Axle Rigid Truck and 3 Axle Dog Trailer (Road Train)	Truck & Dogs	Page 146
64	12 Axle AB-triple Road Train and 3 Axle Dolly	AB-triples	Page 109

65	Inactive		
66	13 Axle AB-triple Road Train and 3 Axle Dolly	AB-triples	Page 110
67	Inactive		
68	9 Axle B-double	B-doubles	Page 102
69	10 Axle B-triple Road Train	B-triples	Page 132
70	13 Axle AB-triple Road Train and 2 Axle Dolly	AB-triples	Page 111
71	13 Axle AB-triple Road Train and 3 Axle Dolly	AB-triples	Page 112
72	4 Axle Twin Steer Rigid Truck and 4 Axle Dog Trailer	Truck & Dogs	Page 147
73	4 Axle Twin Steer Rigid Truck and 4 Axle Dog Trailer	Truck & Dogs	Page 69
74	16 Axle 2 Axle Dolly Type 2 Road Train	Type 2 Road Trains	Page 154
75	3 Axle Rigid Truck and 4 Axle Dog Trailer (Road Train)	Type 1 Road Trains with Dog Trailers	Page 148
76	3 Axle Rigid Truck and 4 Axle Dog Trailer	Truck & Dogs	Page 70
77	Archived		
78	14 Axle Road Train (Type 2)	Type 2 Road Trains	Page 155
79	Archived		
80	15 Axle Road Train (Type 2)	Type 2 Road Trains	Page 156

81	Archived		
82	Inactive		
83	7 Axle B-double	B-doubles	Page 103
84	3 Axle Rigid Truck and 1 Axle Pig Trailer	Truck and Pig Trailers	Page 85
85	Twin Steer 10 Axle B-double	B-doubles	Page 104
86	2 Axle Rigid Truck and 1 Axle Pig Trailer	Truck and Pig Trailers	Page 86
87	3 Axle Rigid Truck and 5 Axle Dog Trailer (PBS)	Truck & Dogs	Page 71
88	14 Axle AB-triple Road train and 2 Axle Dolly	AB-triples	Page 113
89	18 Axle 3 Axle Dolly Road Train (Type 2)	Type 2 Road Trains	Page 157
90	17 Axle Road Train (Type 2)	Type 2 Road Trains	Page 158
91	12 Axle Road Train	Type 1 Road Trains	Page 125
92	8 Axle B-double	B-doubles	Page 105
93	13 Axle AB-triple Road Train and 2 Axle Dolly	AB-triples	Page 114
94	12 Axle B-triple Road Train	B-triples	Page 133
95	12 Axle AB-triple Road Train and 2 Axle Dolly	AB-triples	Page 115
96	15 Axle AB-triple Road train and 3 Axle Dolly	AB-triples	Page 116
97	11 Axle B-triple Road train	B-triples	Page 134
98	14 Axle AB-triple Road Train and 3 Axle Dolly	AB-triples	Page 117

99	Inactive		
100	3 Axle Rigid and 3 Axle Dolly and 3 Axle A Trailer and 3 Axle B Trailer	Type 1 Road Trains with Dog Trailers	Page 126
101	3 Axle Prime Mover and 3 Axle A Trailer and 4 Axle B Trailer (PBS)	B-doubles	Page 106
102	3 Axle Rigid and 2 Axle Dolly and 4 Axle Trailer	Truck & Dogs	Page 72
103	3 Axle Rigid and 5 Axle Dog and 5 Axle Dog	Type 1 Road Trains with Dog Trailers	Page 151
104	3 Axle Prime Mover and 3 Axle Trailer and 4 Axle Dog (Road Train)	Type 1 Road Trains with Dog Trailers	Page 150
105	3 Axle Prime Mover and 2 Axle Trailer and 4 Axle Dog (Road Train)	Type 1 Road Trains with Dog Trailers	Page 151
106	Twin steer 5 Axle Rigid and 3 Axle Dog	Truck & Dogs	Page 73
107	4 Axle Rigid Truck and 4 Axle Dog (PBS)	Truck & Dogs	Page 74
108	3 Axle Truck and 5 Axle Dog (Road Train)	Type 1 Road Trains with Dog Trailers	Page 152
109	3 Axle Prime Mover and 3 Axle (1 2) Group Trailer and 3 Axle Dolly and 3 Axle (1 2) Group	Type 1 Road Trains	Page 127
110	 3 Axle Prime Mover and 3 Axle (1 2) Group Trailer	Semitrailers	Page 98
111	3 Axle Prime Mover and 3 Axle (1 2) Group Trailer and 2 Axle Dolly and 3 Axle (1 2) Group	Type 1 Road Trains	Page 128
112	Tri Drive Prime Mover 13 Axle Road Train	Type 1 Road Trains	Page 125
113	3 Axle Rigid and 6 Axle Dog and 4 Axle Dog	Truck & Dogs	Page 75
114	3 Axle Rigid and 6 Axle Dog and 5 Axle Dog	Truck & Dogs	Page 76

7 Archived Truck Codes

Type 1 Road Trains: 6 Axle Semitrailer and 1 Axle Dolly and 1 Axle Trailer

77

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	62.00	63.50	-	✓	✓	✓	-			65.04
NSW										-
Vic	-	-		-	-	-				
SA	62.00	63.50		✓	✓	✓				GML 63.80[195] HML 65.40[196]

[195] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.
[196] Ibid.

Type 1 Road Trains: 9 Axle Road Train

79

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	70.00	71.50	-	✓	✓	✓	-			73.10
NSW										-
Vic	-	-		-	-	-				
SA	70.00	71.50		✓	✓	✓				GML 72.60[197] HML 74.20[198]

[197] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.
[198] Ibid.

Type 1 Road Trains:

10 Axle Road Train

81

State	GML	HML	Notice	0.5t Steer	1.0t Steer	1.1t Steer	PBS – Mass 1	PBS – Mass 2	PBS – Mass 3	GHMS
Qld	73.50	77.00	-	✓	✓	✓	-			76.86
NSW		-								-
Vic	-			-	-	-				
SA	73.50			✓	✓	✓				76.80[199]

[199] An eligible vehicle must not exceed the mass limit that is the sum of the mass limits in relation to each of its axle groups and single axles as prescribed in the *South Australia Class 3 Grain Transport Mass Exemption Notice 2026 (No.2).* For more information refer Section 3.19.5 South Australian GHMS.

8 Acknowledgements

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

GTSN TRUCK BOOK

Grain Transport Safety Network

WWW.GTSN.COM.AU