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PART 1.1—PRELIMINARY

1 Objectives

The objectives of these Regulations are—

(a) to establish a registration and permit system for motor vehicles and trailers used on highways that—

(i) ensures the motor vehicles and trailers are appropriately registered having regard to whether they meet standards for registration; and

(ii) records the identification details of registered vehicles and trailers and the names and addresses of the persons responsible for them; and

(iii) provides for the collection of associated fees; and

(b) to ensure that when motor vehicles and trailers are used on highways they are safe for use and are used in a safe way; and

(c) to provide the general mass and dimension limits and other requirements for motor vehicles and trailers; and
(d) to provide for uniform conditions under which motor vehicles and trailers may safely exceed general mass and dimension limits; and

(e) to improve road safety; and

(f) to minimise the wear and damage caused by vehicles to roads and road infrastructure.

2 Authorising provisions

These Regulations are made under section 95 of the **Road Safety Act 1986**.

3 Commencement

These Regulations come into operation on 9 November 2009.

4 Revocations

The Regulations set out in Schedule 1 are revoked.
PART 1.2—INTERPRETATION

5 Definitions

In these Regulations—

3 axle dog trailer combination means a 3 or 4 axle motor vehicle combined with a 3 axle dog trailer;

4 axle dog trailer combination means a 3 axle motor vehicle combined with a 4 axle dog trailer;

administrative fee means a fee charged by the Corporation under section 97A of the Act;

ADR means Australian Design Rule;

agricultural combination means a combination that includes at least one agricultural vehicle;

agricultural implement means—

(a) a vehicle without its own motive power, not designed to carry a load and used exclusively to perform agricultural tasks; or

(b) an agricultural trailer;

agricultural machine means a vehicle with its own motive power, built to perform agricultural tasks;

agricultural task includes cultivation of land, growing and harvesting of crops and rearing of livestock;

agricultural trailer means a trailer designed to carry a load and used exclusively to perform agricultural tasks, but does not include a semi-trailer or a trailer to which regulation 12(g) applies;
agricultural vehicle means an agricultural implement or agricultural machine;

agricultural vehicle area of operation means an area declared under regulation 6(a) as an agricultural vehicle area of operation;

appointment fee means a fee payable under these Regulations in relation to an appointment for the inspection of a vehicle, and the fee for the transfer of an appointment to a new time or place;

approved air suspension system, in relation to a vehicle, means a suspension system where—

(a) vertical movement between each axle and the body of the vehicle is controlled by variations in the pressure of air in an air spring; and

(b) the proportion of the vehicle's mass that is borne by the air spring remains substantially constant despite variations in the pressure of air in the air spring; and

(c) in the case of an axle group, is a load sharing suspension system;

approved form means a form approved by the Corporation under these Regulations;

articulated bus means a bus with at least 2 rigid sections that are connected to each other in a way that allows—

(a) passengers access between the sections; and

(b) rotary movement between the sections;

association means an association incorporated under the Associations Incorporation Act 1981;
ATM means aggregate trailer mass;

Australian court means any court or Tribunal of a State or Territory of Australia;

authorised officer means a person authorised under regulation 7;

axle group means a single axle group, tandem axle group, twinsteer axle group, tri-axle group, quad-axle group or oversize tri-axle group;

B-double means a combination consisting of a prime mover towing 2 semi-trailers;

bicycle carrier means a device that can be attached to the rear of a motor vehicle to enable one or more bicycles to be carried by the vehicle, but does not include a trailer;

bus means a motor vehicle built mainly to carry people and that seats over 9 adults (including the driver);

centre line, in relation to an axle, means—

(a) in the case of an axle consisting of one shaft, a line parallel to the length of the axle and passing through its centre; and

(b) in the case of an axle consisting of 2 shafts, a line that is in the vertical plane passing through the centre of both shafts and that passes through the centres of the wheels on the shafts;

centre of an axle group means—

(a) a line located midway between the centre lines of the outermost axles of the group; or

(b) if the group consists of 2 axles, one of which is fitted with twice the number of tyres as the other axle—a line located
one third of the way from the centre line of the axle with more tyres towards the centre line of the axle with fewer tyres;

Figure 1: Illustration showing the centre of a typical quad-axle group fitted with an equal number of tyres on each axle.

Figure 2: Illustration showing the centre of a typical tandem axle group fitted with an unequal number of tyres on each axle.

certificate of approved operations means a certificate issued in respect of a vehicle in accordance with regulation 21;

certificate of inspection means a certificate issued by the Corporation that—

(a) specifies the components of the vehicle requiring inspection; and

(b) states that the components are not defective;

certificate of roadworthiness means a certificate issued under Part 6.4 of Chapter 6 by a licensed tester;
charitable body means an association or another corporation, the principal purpose of which is to provide assistance to the community or animals for reasons other than profit;

class 1 notice means a notice published by the Corporation under regulation 178;

class 2 notice means a notice published by the Corporation under regulation 188;

class 3 notice means a notice published by the Corporation under regulation 194;

class 1 permit means a permit issued by the Corporation under regulation 180;

class 2 permit means a permit issued by the Corporation under regulation 190;

class 3 permit means a permit issued by the Corporation under regulation 196;

class 1 vehicle has the meaning given in regulation 177;

class 2 vehicle has the meaning given in regulation 187;

class 3 vehicle has the meaning given in regulation 193;

combination means a group of vehicles consisting of a motor vehicle connected to one or more other vehicles;

compliance plate has the same meaning as in Schedule 4;

compliant system of electronic stability control means a system of electronic stability control that—

(a) complies with the United Nations electronic stability control standard; or
has been determined to be acceptably equivalent to that standard by the Corporation under regulation 33;

**complying bus** means a bus that—

(a) has two or three axles and a single steer axle; and

(b) is fitted with a compliance plate in accordance with the Motor Vehicle Standards Act 1989 of the Commonwealth indicating that the bus was manufactured after June 1994; and

(c) meets the emergency exit specifications set out in ADR 44; and

(d) meets the rollover strength specifications set out in ADR 59; and

(e) meets the occupant protection specifications set out in ADR 68; and

(f) is equipped with an approved air suspension system;

**container vehicle** means a 3 axle prime mover and tri-axle semi-trailer combination carrying one or more containers when—

(a) operating on a container vehicle route; or

(b) operating solely within a container vehicle area of operation;

**container vehicle area of operation** means an area declared under regulation 6(b) as a container vehicle area of operation;

**container vehicle route** means a route over highways declared under regulation 6(d) as a container vehicle route;
**controlled access bus** means a bus, other than an articulated bus, whose length is more than 12·5 metres but not more than 14·5 metres;

**converter dolly** means a trailer with one axle group or single axle and a fifth wheel coupling, designed to convert a semi-trailer into a dog trailer;

**corresponding registration authority** means a person or body appointed under the law of another State or a Territory that has responsibility for the registration of vehicles in that State or Territory;

**current certificate of roadworthiness** means a certificate of roadworthiness issued not more than 30 days previously;

**daytime** means the period beginning at sunrise and ending at sunset;

**dealer** means a licensed motor car trader within the meaning of the Motor Car Traders Act 1986;

**dog trailer** means a trailer, including a trailer consisting of a semi-trailer and converter dolly, with—

(a) one axle group or single axle at the front that is steered by connection to the towing vehicle by a drawbar; and

(b) one axle group or single axle at the rear;
domestic partner of a person means—

(a) a person who is in a registered relationship with the person; or

(b) an adult person to whom the person is not married but with whom the person is in a relationship as a couple where one or each of them provides personal or financial commitment and support of a domestic nature for the material benefit of the other, irrespective of their genders and whether or not they are living under the same roof, but does not include a person who provides domestic support and personal care to the person—

(i) for fee or reward; or

(ii) on behalf of another person or an organisation (including a government or government agency, a body corporate or a charitable or benevolent organisation);

drawbar means a part of a trailer, other than a semi-trailer, that connects the trailer body to a coupling for towing purposes;

eligible beneficiary means a person who is an eligible beneficiary within the meaning of the State Concessions Act 2004;

eligible pensioner means a person who is an eligible pensioner within the meaning of the State Concessions Act 2004;

eligible vehicle means a vehicle that is eligible for registration in accordance with regulation 14;
escort vehicle means a motor vehicle that is being used for the purpose of—

(a) transporting an authorised officer, a member of the police force or another person authorised to direct traffic; and

(b) warning other highway users of the presence of a class 1 vehicle;

fifth wheel coupling means a device, other than an upper rotating element and a kingpin, used with a prime mover, semi-trailer or converter dolly to—

(a) permit quick coupling and uncoupling; and

(b) provide for articulation;

forward-control passenger vehicle (MB) has the same meaning as in the relevant design rules;

full volume has the same meaning as in regulation 3 of the Motor Vehicle Standards Regulations 1989 of the Commonwealth;

GCM (gross combination mass) has the same meaning as in section 3(1) of the Road Safety Act 1986;

ground clearance, in relation to a vehicle, means the minimum distance to the ground, measured with the vehicle fully laden, from a point on the underside of the vehicle, except a point on a tyre, wheel, wheel hub, brake backing plate or flexible mudguard or mudflap of the vehicle;

ground contact width—

(a) in relation to an axle, means the distance between the outermost point of ground contact of the outside tyres on each end of the axle; and
(b) in relation to an axle group, means the greatest ground contact width of all the axles in the group;

![Illustration of ground contact width of an axle.](image)

*GTM* (gross trailer mass) means the mass transmitted to the ground by the axles of a trailer when the trailer is loaded to its *GVM* and connected to the vehicle towing it;

*GTMR* means gross trailer mass rating;

*GVM* has the same meaning as in section 3(1) of the *Road Safety Act 1986*;

*hauling unit* means a motor vehicle that may form part of a combination;

*hazardous area* means an area in respect of which a declaration under regulation 262 is in force;

*heavy trailer* means a trailer or semi-trailer with an MRC of more than 4.5 tonnes;

*high-beam*, in relation to a headlight fitted to a vehicle, means the light is built or adjusted so that, when the vehicle is standing on level ground, the top of the main beam of light projected is above the low-beam position;

*hybrid vehicle* means a vehicle equipped to run on electricity and another fuel or other fuels;
identification plate has the same meaning as in the Motor Vehicle Standards Act 1989 of the Commonwealth;

illegally imported, in relation to a motor vehicle or vehicle part, means a motor vehicle or vehicle part that—

(a) must not be imported into Australia unless it has an approval under the Motor Vehicle Standards Act 1989 of the Commonwealth; and

(b) has been imported without that approval or in contravention of a condition of that approval;

indivisible item means an item that cannot be divided without extreme effort, expense or risk of damage to it;

jinker means an axle or axle group that—

(a) is built to support part of a load; and

(b) is connected to the vehicle in front of it by the load or a pole or cable;

km/h means kilometres per hour;

large indivisible item means an indivisible item that cannot be carried on any vehicle without the vehicle exceeding a mass or dimension limit relevant to the vehicle under Part 5.1 of Chapter 5;

light motor vehicle means a motor vehicle with an MRC not exceeding 4.5 tonnes;

light vehicle means a motor vehicle or trailer with an MRC not exceeding 4.5 tonnes but does not include a motor cycle;

load, in relation to a vehicle, includes anything that is removed from the vehicle when not in use;
load-carrying vehicle means a vehicle that is carrying, or is built to carry, a load;

load-sharing suspension system means an axle group suspension system that—

(a) is built to divide the load between the tyres on the group so that no tyre carries a mass more than 10% greater than the mass it would carry if the load were divided equally; and

(b) has effective damping characteristics on all axles of the group;

low-beam, in relation to a headlight or front fog light fitted to a vehicle, means the headlight or front fog light is built or adjusted so that, when the vehicle is standing on level ground, the top of the main beam of light projected is—

(a) not higher than the centre of the headlight or fog light, when measured at a point 8.0 metres in front of the vehicle; and

(b) not more than 1.0 metre higher than the level on which the motor vehicle is standing, when measured at a point 25.0 metres in front of the vehicle;

Figure 4: Illustration of a low-beam headlight.
low floor bus means a bus that has—
   (a) at least one stairless entry point; and
   (b) only two axles;

low loader means a semi-trailer—
   (a) with a loading deck no more than 1.0
       metre above the ground; or
   (b) if there is more than one loading deck,
       the longest loading deck is no more
       than 1.0 metre above the ground;

low loader dolly means a mass-distributing trailer
   that—
   (a) is usually coupled between a prime
       mover and a low loader;
   (b) consists of a rigid frame;
   (c) does not directly carry any load on
       itself; and
   (d) is equipped with one or more axles, a
       kingpin and a fifth wheel coupling;

major road means a highway declared under
   regulation 6(e) as a major road;

motor car trader has the same meaning as it has
   in the Motor Car Traders Act 1986;

MRC (mass rating for charging) in relation to a
   vehicle, means—
   (a) the maximum mass of the vehicle,
       including any load, recorded on the
       compliance plate as the GVM, GTMR
       or ATM of the vehicle; or
   (b) in relation to a vehicle for which there
       is no compliance plate—its operating
       mass;
**night** means the period beginning at sunset and ending at sunrise;

**nominated configuration** means the configuration in which a heavy vehicle will operate for the registration period, as nominated by the registered operator of the vehicle;

**off-road passenger vehicle (MC)** has the same meaning as in the relevant design rules;

**operating mass**, in relation to a vehicle, means the maximum mass of the vehicle, including any load;

**operations plate** means a plate placed on a vehicle in accordance with regulation 21;

**oversize tri-axle group** means a group of 3 axles in which the horizontal distance between the centre lines of each axle is 1.8 metres;

**passenger car (MA)** has the same meaning as in the relevant design rules;

**pig trailer** means a trailer—

(a) with one axle group or single axle near the middle of its load-carrying surface; and

(b) that connects to the vehicle towing it by a drawbar;

**pilot vehicle** means a vehicle, other than an escort vehicle, being used to warn other highway users of the presence of a class 1 vehicle;

**pole-type trailer** means a trailer that—

(a) is attached to the vehicle towing it by means of a pole or an attachment fitted to a pole; and
(b) is ordinarily used for transporting loads, such as logs, pipes, structural members or other long objects, that are generally capable of supporting themselves like beams between supports;

primary producer means a person—

(a) engaged solely or substantially in agricultural, horticultural, viticultural, dairying, pastoral or other like activities; or

(b) who is the holder of a licence under the Fisheries Act 1995 to take fish for sale;

primary producer vehicle means a vehicle referred to in item 6 of Schedule 3;

public auction means an auction that is open to the general public;

quad-axle group means a group of 4 axles, in which the horizontal distance between the centre lines of the outermost axles is more than 3.2 metres but not more than 4.9 metres;

rear overhang means the distance between the rear overhang line and the rear of the vehicle;

rear overhang line, in relation to a vehicle, means—

(a) if there is a single axle at the rear of the vehicle, the centre line of the axle; or

(b) if there is an axle group at the rear of the vehicle, the centre of the axle group, determined without regard to the presence of any steerable axle unless all axles in the group are steerable;
recreation motor cycle means a motor cycle with 2 wheels that—

(a) is generally constructed so that it will not cause, or be likely to cause, a danger to its driver or to any person on a highway; and

(b) is so constructed that its driver has a sufficient view of traffic to its front and rear and to both sides to enable the driver to drive it safely; and

(c) has a braking system comprising brakes fitted to both wheels of the vehicle; and

(d) has fixed to it—

(i) one headlamp;

(ii) one rear red lamp;

(iii) one rear red brake lamp; and

(e) if fitted with an internal combustion engine, has securely fixed to its engine a silencing device constructed so that—

(i) all the exhaust gases from the engine pass through the silencer in a manner which prevents undue noise; and

(ii) there is no attached cut-out or device capable of producing an open exhaust; and

(f) is not used to carry goods or passengers;
registered vehicle means—

(a) a vehicle registered under Part 2 of the Act; or

(b) a vehicle the registration of which under Part 2 of the Act has expired—

(i) in the case of a vehicle that was registered for part of a year, in the preceding 12 months; or

(ii) in any other case, in the preceding 3 months;

registration fee means the fee (if any) for registration or renewal of registration of a vehicle as determined under regulation 101 or 102;

registration number means a combination of one or more letters or numbers (or both) determined by the Corporation;

registration period means the period during which a motor vehicle is registered;


residential address, in relation to a corporation, means its registered office or any place recorded in the register as its residential address or business address;

retractable axle means an axle that can be raised so that the tyres on the axle do not touch the ground;
**road friendly suspension** means a suspension system defined by Vehicle Standards Bulletin No. 11 published by the Department of Infrastructure, Transport, Regional Development and Local Government or a suspension system approved by the Corporation under regulation 6(g);

**Road Rules** means the Road Safety Road Rules 2009;

**road train** means a combination, other than a B-double, consisting of a motor vehicle towing at least 2 trailers (counting as one trailer a converter dolly supporting a semi-trailer);

**safety risk** means danger to a person, to property or to the environment;

**security interest** means an interest in, or a power over, goods that secures payment of a debt or other pecuniary obligation or the performance of any other obligation and includes any interest in, or power over, goods of a lessor, owner or other supplier of goods, but does not include a possessory lien or pledge;

**short term unregistered vehicle permit** means a permit granted under Part 3.2 of Chapter 3 of these Regulations for the purposes of section 7(1) of the Act;

**single axle** means an axle not forming part of an axle group;

**single axle group** means a group of 2 or more axles, in which the horizontal distance between the centre lines of the outermost axles is less than 1.0 metre;
special purpose vehicle means—

(a) a vehicle (other than a caravan, a mobile home, a mobile library, a mobile workshop, a mobile laboratory, a mobile billboard) where the primary purpose for which it was built, or permanently modified, was not the carriage of goods or passengers; or

(b) any of the following vehicles—

   (i) a forklift;
   (ii) a straddle carrier;
   (iii) a mobile cherry picker;
   (iv) a mobile crane;

special work vehicle means a motor vehicle that—

(a) is a light motor vehicle not constructed as a tractor; and

(b) is primarily constructed and used for off road transportation; and

(c) is undertaking agricultural, maintenance or service tasks; and

(d) does not comply with an ADR;

specially constructed motor vehicle means a vehicle that is—

(a) not designed primarily for carrying passengers or goods on a highway; and

(b) determined by the Corporation to be a specially constructed motor vehicle;

sporting body means an association or corporation the principal purpose of which is to facilitate and co-ordinate the sporting activities of its members;
spouse, in relation to a person, means a person to whom the person is married;

standard number plate means a number plate that, at the time of issue, is of the design, size, colour and material of number plates then generally issued on payment of the basic fee prescribed for the issue of number plates;

standards for registration means the Vehicle Standards set out in Schedule 2;

tandem axle group means a group of at least 2 axles, in which the horizontal distance between the centre lines of the outermost axles is at least 1-0 metre, but not more than 2-0 metres;

the Act means the Road Safety Act 1986;

trade plate means a plate issued by the Corporation under Division 2 of Part 3.3 of Chapter 3;

transfer fee means the fee (if any) for transfer of registration of a vehicle as determined under regulation 103;

transport accident charge means a charge payable under Part 7 of the Transport Accident Act 1986;

tri-axle group means a group of at least 3 axles, in which the horizontal distance between the centre lines of the outermost axles is more than 2-0 metres, but not more than 3-2 metres;

twinsteer axle group means a group of 2 axles—
(a) with single tyres; and
(b) fitted to a motor vehicle; and
(c) connected to the same steering mechanism; and

(d) the horizontal distance between the centre lines of which is at least 1·0 metre, but not more than 2·0 metres;

**unladen mass** means the mass of a vehicle without any load;

**United Nations electronic stability control standard** means Global technical regulation No. 8 published by the United Nations Economic Commission for Europe and established in the Global Registry on 26 June 2008 [ECE/TRANS/180/Add.8], as amended by the Corrigendum established in the Global Registry on 12 November 2008 [ECE/TRANS/180/Add.8/Corr.2];

**urban area** means an area declared under regulation 6(f) as an urban area;

**used**, in relation to a vehicle referred to in regulation 25(g), means—

(a) previously registered in Victoria or elsewhere; or

(b) used in Victoria or elsewhere in circumstances in which it was not required to be registered, otherwise than in connection with the delivery and sale of the vehicle;

**vehicle fee code** means a combination of 2, 3 or 4 letters or numbers or both, chosen and used by the Corporation to designate the registration fee for a vehicle;
**vehicle registration authority**, in relation to a vehicle, means—

(a) the authority that last registered the vehicle; or

(b) if the vehicle has not been registered, the authority responsible for registering vehicles in the jurisdiction in which the vehicle is used or is intended to be used;

**vehicle standards** means the standards for registration described in clause 1 of Schedule 2;

**wheelbase**, in relation to a vehicle, means the distance from the centre line of the vehicle's foremost axle to the rear overhang line;

**yellow** includes amber.

### 6 Corporation may declare matters for the purposes of Regulations

The Corporation, by notice published in the Government Gazette, may declare—

(a) an area to be an agricultural vehicle area of operation for the purposes of these Regulations;

(b) an area to be a container vehicle area of operation for the purposes of these Regulations;

(c) an association to be an approved association for the purposes of regulation 155(2)(a)(i);

(d) a route to be a container vehicle route for the purposes of these Regulations;

(e) a highway to be a major road for the purposes of these Regulations;
(f) an area to be an urban area for the purposes of these Regulations;

(g) a type of mechanical suspension system to be a road friendly suspension for the purposes of these Regulations;

(h) a body to be an approved body for the purposes of regulation 215(1)(a);

(i) a modification to be an approved modification for the purposes of regulation 21(3);

(k) the operating mass of a vehicle for the purposes of these Regulations.

7 Corporation may authorise officers for the purposes of Regulations

The Corporation may authorise in writing a person to be an authorised officer for the purpose of any provision of these Regulations.

8 Interpretation—vehicles, combinations and loads

(1) In these Regulations, unless the context otherwise requires, a reference to a vehicle includes a reference to a combination.

(2) In these Regulations, unless the context otherwise requires, a reference to a vehicle includes a reference to any load carried by that vehicle while on a highway.

9 Interpretation—distance between parallel lines

In these Regulations, a reference to a distance between 2 lines that are parallel means the distance measured at right angles between the lines.
10 Interpretation—retractable axles

(1) For the purposes of these Regulations, a retractable axle that conforms with the standards for registration—

(a) must be taken to be an axle when it is in the lowered position; and

(b) must be taken not to be an axle when it is in the raised position.

* * * * *

10A Vehicle width

For the purposes of these Regulations, vehicle width must be measured without taking into account—

(a) central tyre inflation systems;

(b) anti-skid devices mounted on wheels;

(c) tyre pressure gauges;

(d) signalling devices;

(e) any rear vision mirrors, lights or reflectors that—

(i) are mounted on the side of the vehicle; and

(ii) comply with the standards for registration.

11 Approved forms, notices etc.

(1) The Corporation may approve for the purposes of these Regulations—

(a) application forms for the purposes of regulations 24, 59, 71, 77, 78, 79, 140, 153, 180, 190, 196, 200 and 206;
(b) notices or labels for the purposes of regulations 91 and 92;

(c) reports for the purposes of regulation 31, 98, 225 and 226.

(2) The Corporation must ensure forms, notices, labels, records and reports approved under subregulation (1) are—

(a) available at the offices of the Corporation; or

(b) published on the Internet website of the Corporation.
CHAPTER 2—VEHICLE REGISTRATION

PART 2.1—EXEMPT FROM REGISTRATION

12 Exemptions from registration

For the purposes of section 7(1) of the Act, the following motor vehicles or trailers are exempt from registration under Part 2 of the Act—

(a) a motor vehicle being towed;

(b) a trailer that is used exclusively—

(i) as an agricultural implement; or

(ii) for transporting the combs of a grain header;

(c) a trailer that is a bulk bin used exclusively for holding grain;

(d) a trailer that is constructed and used exclusively for the carriage of bulk fruit bins;

(e) a trailer towed by an agricultural machine operating as an agricultural machine;

(f) a trailer under tow by a tow truck;

(g) a trailer (other than a trailer specifically constructed to carry a boat) that is not used in the course of trade and that—

(i) weighs less than 200 kilograms unladen; and

(ii) does not exceed in width the width of its towing vehicle as produced by the manufacturer; and
(iii) is not more than 3.0 metres long including its drawbar and any load.

Note
See also regulation 130, which gives an exemption from the requirement to be registered in certain circumstances.
PART 2.2—ELIGIBILITY FOR REGISTRATION

13 Registered operator

A person is eligible to be the registered operator of a vehicle if—

(a) the person is—

(i) an individual who—

(A) in the case of a heavy vehicle, has attained the age of 18 years; or

(B) in the case of a motor cycle, has attained the age of 17 years and 9 months; or

(C) in the case of any other vehicle, has attained the age of 17 years; or

(ii) a corporation; and

(b) the vehicle is owned by, or is under the management of, that person.

14 Eligible vehicles

(1) A vehicle is eligible to be registered without conditions if—

(a) the vehicle complies with the provisions of the standards for registration that apply to the vehicle; and

(b) the requirements of the *Transport Accident Act 1986* and the *Duties Act 2000* are complied with in relation to the vehicle.

(2) Despite subregulation (1), the Corporation may refuse to register a vehicle if it is satisfied that—

(a) the vehicle has been registered in another State or a Territory; and

(b) the registration in that State or Territory has been cancelled or suspended; and
(c) the reasons for the cancellation or suspension still exist.

(3) If the Corporation refuses to register a vehicle under subregulation (2), it must give the applicant for registration written notice of the applicant's rights to internal and external review of the decision under Part 2.12 of Chapter 2.
PART 2.3—VEHICLE STANDARDS AND CERTIFICATION

15 Compliance with standards for registration

(1) The Corporation may accept as evidence that a vehicle complies with the standards for registration—

(a) an identification plate relating to the vehicle; or

(b) a certificate to that effect issued by the manufacturer of the vehicle or another person the Corporation considers qualified to issue it.

(2) In the absence of evidence referred to in subregulation (1), the Corporation may, after inspecting the vehicle, issue a certificate to the effect that the vehicle complies with the standards for registration if satisfied that the vehicle so complies.

16 Corporation may require new vehicle and engine identification numbers to be stamped or displayed

If a vehicle or engine identification number appears to have been altered, defaced, removed, substituted or tampered with, the Corporation may require a person specified in paragraph (a) or (b) to cause a new identification number, specified by the Corporation, to be stamped or displayed in accordance with the standards for registration—

(a) if a person is applying to register the vehicle, the applicant for registration of the vehicle;

(b) in any other case, the registered operator of the vehicle.
17 **Duplicate vehicle and engine identification numbers**

(1) This regulation applies if any of the following is the same as the identification number of another vehicle or engine already registered by the Corporation—

(a) a vehicle or engine identification number on a vehicle for which registration is sought;

(b) the identification number on an engine substituted for the engine of a registered motor vehicle.

(2) The Corporation may require a person specified in paragraph (a) or (b) to cause the duplicated number to be overstruck and a new identification number, specified by the Corporation, to be stamped or displayed in accordance with the standards for registration—

(a) if a person is applying to register the vehicle, the applicant for registration of the vehicle;

(b) in any other case, the registered operator of the vehicle.

18 **Offence to alter, deface, remove, substitute or tamper with a vehicle identification number**

A person must not alter, deface, remove, substitute or tamper with a vehicle identification number of a registered vehicle other than with the Corporation's written permission.

Penalty: 10 penalty units.

19 **Inspection of identification numbers**

(1) This regulation applies if—

(a) the vehicle or engine identification number of a registered vehicle is altered, defaced, removed, substituted or tampered with; or
(b) the engine of a registered motor vehicle is removed and another engine substituted.

(2) The registered operator of the vehicle to whom this regulation applies must inform the Corporation about the alteration, defacement, removal, substitution or any tampering within 7 days after the date it occurs.

Penalty: 2 penalty units.

(3) The registered operator of the vehicle to whom this regulation applies must, if asked by the Corporation, present the vehicle to the Corporation for inspection.

Penalty: 2 penalty units.

20 Non-complying and non-standard vehicles

A vehicle that does not comply with the standards for registration may be conditionally registered if the vehicle has—

(a) an operations plate attached to it in accordance with regulation 21; or

(b) a certificate of approved operations issued in accordance with regulation 21; or

(c) an identification plate relating to that vehicle.

21 Installation of operations plates and the modification of vehicles

(1) The Corporation, or a person the Corporation considers qualified to do so, may—

(a) install an operations plate on; or

(b) issue a certificate of approved operations—for a vehicle that does not comply with the standards for registration.
(2) An operations plate installed on, or a certificate of approved operations issued for, a vehicle must indicate—

(a) any deficiencies in the vehicle's operating characteristics; and

(b) any conditions imposed, or to be imposed, by the Corporation on the vehicle's registration.

(3) A person who modifies, or adds components to, a vehicle must ensure that—

(a) if the vehicle complied with the standards for registration immediately before the modification or addition, the vehicle continues to comply with those standards; and

(b) for a heavy vehicle—

(i) the modification or addition is certified by a person appointed as an authorised officer under regulation 7 as complying with the National Code of Practice for Heavy Vehicle Modification published by the Department of Infrastructure, Transport, Regional Development and Local Government as Vehicle Standards Bulletin No. 6; or

(ii) the modification or alteration is otherwise acceptable to the Corporation; and

(c) for a light vehicle—

(i) the modification or addition is certified by an authorised officer as complying with the National Code of Practice for Light Vehicle Construction and Modification published by the Department of Infrastructure,
Transport, Regional Development and Local Government as Vehicle Standards Bulletin No. 14; or
(ii) the modification or alteration is otherwise acceptable to the Corporation.
PART 2.4—APPLICATION FOR REGISTRATION

22 Names in which vehicle cannot be registered

A motor vehicle or trailer cannot be registered—
(a) in a business name; or
(b) in the names of more than one person; or
(c) in the name of an unincorporated body or group.

23 Who may apply for registration

(1) Application for registration of a vehicle may be made by—
(a) an individual who is eligible to be the registered operator of the vehicle; or
(b) an agent of—
(i) an individual who is eligible to be the registered operator of the vehicle; or
(ii) a corporation.

(2) If it appears to the Corporation that an application for registration of a vehicle is made by an agent, the Corporation must not grant the application unless the agent produces—
(a) evidence of the agent's identity in a form acceptable to the Corporation; and
(b) a document evidencing the authority of the agent to act as agent of the person seeking registration as the registered operator.

24 Form of application

(1) An application for registration of a vehicle must be in the approved form.
(2) The application form may require the applicant to provide information about—

(a) the identity and address of the individual seeking registration as the registered operator of the vehicle; and

(b) the proposed garage address of the vehicle; and

(c) any transport accident charges and duty paid or payable under the **Duties Act 2000** in relation to the vehicle.

25 Supporting evidence

The Corporation may require an applicant for registration of a vehicle to submit evidence, in a form acceptable to the Corporation, verifying the following—

(a) the identity of the individual seeking to be the registered operator of the vehicle;

(b) the means by which the vehicle came into the ownership, or under the management, of the individual;

(c) if the vehicle is a heavy vehicle, that the proposed garage address of the vehicle will be the principal depot or base of operations of the vehicle;

(d) if the vehicle is not a heavy vehicle, that the proposed garage address of the vehicle will be the place where the vehicle is normally kept;

(e) that the vehicle complies with the standards for registration;

(f) relevant information about the vehicle's particular and its intended use, which may render the vehicle a non-complying vehicle;
(g) if the vehicle is one of the following, that it is roadworthy—

(i) a used motor vehicle that is not a specially constructed motor vehicle;

(ii) a used motor vehicle that is not to be registered as a recreation motor cycle;

(iii) a used heavy trailer;

(h) if the motor vehicle's vehicle identifier is entered on the register of written-off vehicles or an interstate written-off vehicles register as a repairable write-off, that the vehicle is the original vehicle to which the vehicle identifier was assigned;

(i) any other information specified by the Corporation and in the form approved by the Corporation under regulation 24.

26 Inspection of vehicles for the purpose of registration

The Corporation may require a person to pay the following vehicle inspection fees specified in Schedule 5—

(a) a vehicle inspection appointment fee;

(b) a fee for the transfer of that appointment to a new time and place;

(c) the relevant inspection fee.

27 Lodgement of application, supporting evidence and payment

An applicant for registration of a vehicle must give to the Corporation—

(a) the application for registration; and

(b) any supporting evidence required under regulation 25; and
(c) any applicable duty under the Duties Act 2000 for the vehicle; and
(d) the registration fee; and
(e) the appropriate transport accident charge under the Transport Accident Act 1986 for the vehicle; and
(f) the relevant administrative fee (if any).

28 Inspection of vehicles

(1) The Corporation, by written notice given to a person, may require the person to present a vehicle for inspection at a time and place specified in the notice if—
   (a) the person has control over the vehicle and has made an application for its registration; or
   (b) the vehicle is registered and the person is the registered operator of the vehicle.

(2) Not less than 24 hours before the time specified in the notice, a person given a notice under subregulation (1) may request the Corporation to change the time or place of inspection.

(3) If requested under subregulation (2) to change the time or place of an inspection, the Corporation must consider the request and—
   (a) if it is reasonable to do so, change the time or place of inspection as requested; and
   (b) give the person who made the request written notice either—
      (i) specifying the new time or place for the inspection; or
      (ii) confirming the original time or place for the inspection.
(4) A person must comply with a notice under subregulation (1) or (3), as the case requires.

Penalty: 3 penalty units.

(5) The Corporation may require a person to pay the following vehicle inspection fees specified in Schedule 5—

(a) a vehicle inspection appointment fee;

(b) a fee for the transfer of that appointment to a new time and place;

(c) the relevant inspection fee.

29 Decision about application

(1) The Corporation must refuse an application for registration of a vehicle if—

(a) the vehicle is not eligible for registration; or

(b) a provision of the Act or these Regulations prevents approval of the application; or

(c) it appears to the Corporation that a vehicle identifier has been altered, defaced, removed, substituted or tampered with without lawful authorisation.

(2) The Corporation may refuse an application for registration of a vehicle if—

(a) the applicant is not adequately identified in the application; or

(b) the applicant has not complied with a provision of the Act, these Regulations or the Duties Act 2000 in relation to the registration of the vehicle, including the payment of any fees or charges required to be paid under the Act or these Regulations in relation to the registration or inspection of the vehicle; or
(c) the vehicle is not fitted with an identification plate; or

(d) the Corporation reasonably believes that—
   (i) the vehicle or a part of the vehicle is or may be stolen; or
   (ii) information given in the application is false or misleading; or
   (iii) there are unpaid fines or pecuniary penalties arising out of the use of the vehicle in Australia; or
   (iv) the vehicle or part of the vehicle has, or may have, been illegally imported.

(3) If the Corporation approves the application, it must register the vehicle in the name of the proposed registered operator specified in the application.

(4) If the Corporation refuses to register the vehicle, it must give the applicant written notice of the applicant's rights to internal and external review of the decision under Part 2.12 of Chapter 2.

30 Conditional registration

(1) If a vehicle does not comply with the standards for registration, the Corporation may register the vehicle conditionally.

(2) The Corporation may refuse to register a vehicle conditionally if—
   (a) the vehicle does not bear an operations plate or identification plate relating to the vehicle; or
   (b) a certificate of approved operations has not been issued for the vehicle.
(3) In determining the conditions to be imposed on the registration of a vehicle, the Corporation must take into account the nature and extent of any failure of the vehicle to meet the standards for registration.

(4) The Corporation may vary any conditions that it has imposed on the registration of a vehicle.

(5) The Corporation must give the registered operator of the vehicle written notice of the conditions, or any variation of the conditions, applicable to the conditional registration of the vehicle.

(6) If the Corporation decides to refuse to register a vehicle under this regulation, or to impose or vary conditions of registration, it must give the applicant for registration or the registered operator written notice of the applicant's or operator's rights to an internal and external review of the decision under Part 2.12 of Chapter 2.

(7) A person must not use, or permit the use of, a vehicle that is conditionally registered (other than a recreation motor cycle or a vehicle that has been fitted with an operations plate) without carrying a certificate of approved operations in the vehicle.

Penalty: 10 penalty units.

31 Dealer certification scheme

(1) The Corporation may enter into an arrangement with a person engaged in the sale, distribution or management of vehicles under which the Corporation agrees to delegate to that person, or specified employees of that person, specified powers of the Corporation in relation to the registration of vehicles.
(2) An arrangement may be made subject to specified conditions including a condition that a dealer certification inspection report, in the approved form, is given to the Corporation for any vehicle registered in accordance with the arrangement.

(3) The Corporation must give dealer certification inspection report forms to a person with whom it has entered into an agreement under this regulation—

(a) in a book of 25, on payment of the relevant fee specified in Schedule 5; or

(b) in electronic form, on payment of the relevant administrative fee (if any).

32 Certification of fitting with compliant system of electronic stability control

The Corporation may certify that a particular motor vehicle or a model of motor vehicle has been fitted with a compliant system of electronic stability control.

33 Power of Corporation to determine acceptable performance standard for electronic stability control

The Corporation may determine that a system of electronic stability control is of a standard of functional performance that is acceptably equivalent to the United Nations electronic stability control standard.

34 Application for certification

(1) A manufacturer or importer of a motor vehicle or a model of motor vehicle may apply to the Corporation for certification under regulation 32 that the motor vehicle or model of motor vehicle is fitted with a compliant system of electronic stability control.
(3) An application under this regulation must include—

(a) in the case of a motor vehicle or model of motor vehicle that has been certified under the Motor Vehicle Standards Act 1989 of the Commonwealth as compliant with the electronic stability control standard in ADR 31/02 or ADR 35/03—the Identification Plate Approval Number, in respect of the motor vehicle or model of motor vehicle, evidencing compliance with that ADR;

(b) in the case of any other motor vehicle or model of motor vehicle—

   (i) evidence that the particular motor vehicle or model of motor vehicle has been fitted with a compliant system of electronic stability control; and

   (ii) the vehicle identification number of any motor vehicle in respect of which the application is being made; and

   (iii) the fee specified in item 24 of Schedule 5.

(4) The Corporation may approve or refuse to approve an application under subregulation (1).

(5) If the Corporation—

(a) approves an application for certification under subregulation (1), it must issue a certificate to the applicant that states that the
Chapter 2—Vehicle Registration

Road Safety (Vehicles) Regulations 2009
S.R. No. 118/2009

37 Exemptions

(5) The Corporation may, by notice published in the Government Gazette, declare that a model of motor vehicle is exempt from the requirements of clause 175(1) of Schedule 2 up to, but not including, 1 November 2011.

(6) The Corporation must not make a declaration under subregulation (5) in respect of a model of motor vehicle unless it is satisfied that—

(a) failure to exempt the model of motor vehicle will have a serious adverse impact on the motor vehicle industry in Victoria or on a significant part of that industry; and
(b) the manufacturer of the model of motor vehicle will ensure that the model of motor vehicle that is exempted will comply with the requirements of clause 175(1) of Schedule 2 before 1 November 2011; and

(c) the manufacturer of the model of motor vehicle will comply with subregulation (7).

(7) The manufacturer of a model of motor vehicle, that is exempted from the requirements of clause 175(1) of Schedule 2 by declaration under subregulation (5), must affix or caused to be affixed to each motor vehicle to which the exemption applies a label that—

(a) states that the motor vehicle is of a model that has been exempted from the requirement to be fitted with a compliant system of electronic stability control under these Regulations; and

(b) is displayed on the motor vehicle in a position that permits it to be readily examined when the motor vehicle is being made available for sale or is being sold.

(8) In this regulation—

(a) a reference to motor vehicle industry includes, but is not limited to, a reference to manufacturers of motor vehicles and dealers in motor vehicles; and

(b) a reference to a model of motor vehicle includes a reference to a variant of a model of motor vehicle.
PART 2.5—REGISTRATION

Division 1—Register

38 Information to be recorded in register

(1) If the Corporation registers a vehicle it must record in the register the following details for the vehicle—

(a) the name of the vehicle's registered operator;
(b) any identification details for the vehicle the Corporation considers appropriate;
(c) the vehicle's garage address;
(d) the residential address of the vehicle's registered operator and, if there is another address for service of notices on the registered operator, that address;
(e) the start date and expiry date of the vehicle's registration;
(f) if the vehicle is conditionally registered, codes designating the conditions of registration;
(g) if the vehicle is a heavy vehicle, the vehicle's GVM;
(h) if the vehicle is a motor vehicle which is a heavy vehicle—
   (i) the vehicle's GCM; and
   (ii) the vehicle's nominated configuration.

(2) The Corporation may record in the register other information in respect of a vehicle—

(a) for the purposes of registration; or
(b) for the purposes of the Act and these Regulations.
(3) The Corporation must ensure the register contains details of all vehicles—
   (a) that are currently registered; or
   (b) that have been registered within the previous 24 months.

39 Changes to be recorded in the register

   (1) If the Corporation is notified under the Act or these Regulations of a change in the information recorded in the register about a vehicle, it must alter the register accordingly.

   (2) The Corporation may require evidence in a form acceptable to it verifying that the changes referred to in subregulation (1) are correct.

40 Registered operator may search the register

   The registered operator of a vehicle is entitled, on payment of the relevant fee provided for in regulation 104—
   (a) to search the register in relation to the registered operator's vehicle; and
   (b) to obtain a certificate as to any matter appearing in the register in relation to the vehicle.

Division 2—Certificates

41 Certificates of registration

   (1) If the Corporation registers a vehicle, it must issue to the applicant a certificate of registration for the vehicle that includes the following—
   (a) the name of the vehicle's registered operator;
   (b) the address (if any) for the service of notices on the vehicle's registered operator;
   (c) the vehicle's registration number;
(d) the make of the vehicle;
(e) the vehicle's vehicle identifier or, if the vehicle does not have a vehicle identifier, the vehicle's chassis number or engine number;
(f) if the vehicle is a heavy vehicle—
   (i) the vehicle's GVM; and
   (ii) the vehicle's GCM; and
   (iii) the applicable vehicle charging category under Schedule 4;
(g) the expiry date of the vehicle's registration;
(h) if the vehicle is registered for part of the year only, the start date of the registration.

(2) The Corporation may include in a certificate of registration any other information it considers appropriate.

42 Replacement of certificate of registration

On payment of the applicable fee specified in Schedule 5, the Corporation may issue a replacement certificate of registration to a vehicle's registered operator if the Corporation is satisfied the original certificate is lost, damaged, destroyed or stolen.

Division 3—Registration period

43 Period of registration

(1) A vehicle may be registered—
   (a) in the case of a heavy vehicle—
      (i) for a period of 3 months, 6 months or 12 months, as nominated by the applicant for registration; or
(ii) with the Corporation's approval, for another period of not less than 3 months but not more than 9 months nominated by the applicant for registration; or

(b) in the case of a light vehicle or motor cycle, for a period of 12 months; or

(c) in the case of a vehicle referred to in clause 3 of Schedule 3 or item 10, 11, 12 or 13 of the Table to Schedule 3—

(i) a period of 12 months; or

(ii) if nominated by the applicant for registration and with the Corporation's approval, a period of 6 months.

Note

Regulation 102(3) provides for a pro rata fee in respect of renewal of registration for a period other than 12 months.

(2) An applicant for registration of a vehicle may nominate, and the Corporation may approve, a different period of registration for the vehicle from the period specified in subregulation (1) if it is necessary so that the expiry date for the vehicle's registration is the same as 2 or more other vehicles registered, or to be registered, in the name of the same registered operator.

Division 4—Registration numbers

44 Registration numbers

(1) If the Corporation registers a vehicle, the Corporation must assign a distinguishing registration number to the vehicle.

(2) A registration number may consist of one or more numbers or letters or a combination of both.
(3) A person who is the registered operator of a vehicle, or who is seeking registration as the registered operator of a vehicle, may apply to the Corporation for the assignment to the vehicle of—

(a) a registration number that is or was the registration number of another vehicle that is or was registered in the person's name; or

(b) a registration number for which the person is the owner of the registration number rights.

(4) The Corporation may assign a number under subregulation (3), and do everything necessary to make the assignment effective, if the person—

(a) pays the relevant fee specified in item 7 of Schedule 5; and

(b) in the case of an assignment under subregulation (3)(b), is the owner of the registration number rights for the registration number.

(5) A person does not have to pay the fee referred to in subregulation (4)(a) if—

(a) the registration number to be assigned is in the series CC-000 to CC-999; or

(b) the vehicle is licensed under the Transport Act 1983 as a taxi-cab; or

(c) the vehicle is a licensed tow truck within the meaning of the Accident Towing Services Act 2007.
Division 5—Number plates

45 Number plates

(1) On payment by the registered operator of a vehicle of the relevant fee specified in Schedule 5, the Corporation must issue to the registered operator—

(a) in the case of a vehicle other than a motor cycle, 2 number plates bearing the registration number assigned to the motor vehicle; and

(b) in the case of a motor cycle or trailer, one number plate bearing the registration number assigned to the motor cycle or trailer.

(2) If the vehicle is a primary producer vehicle, the number plates may bear the words "primary producer".

(3) If the Corporation cancels registration number rights under regulation 60(a) and assigns a new registration number to the vehicle under regulation 61(1)(b)(ii), the Corporation must issue—

(a) for a motor vehicle other than a motor cycle, 2 number plates bearing the registration number assigned to it; and

(b) for a motor cycle or trailer, one number plate bearing the registration number assigned to it.
46 Replacement of lost, stolen etc. number plates

If the Corporation is satisfied a vehicle's number plate is lost, damaged, destroyed or stolen the Corporation may issue to the registered operator of the vehicle a replacement number plate on payment of the following fee—

(a) for the replacement of the number plate with a non-standard number plate, the fee fixed by the Corporation under section 5AE of the Act; or

(b) for the replacement of the number plate with a standard number plate, the relevant fee specified in Schedule 5.

Note

Section 3 of the Act defines non-standard number plate to mean a number plate that, at the time of issue, is not of the design, size, colour or material of number plates then generally issued on payment of the basic fee prescribed for the issue of number plates.

47 Number plates property of State

A number plate issued by the Corporation remains the property of the State.

48 Affixing number plate

(1) The registered operator of a vehicle must ensure each number plate issued by the Corporation for the vehicle is permanently affixed to the vehicle so that, when the vehicle is on level ground—

(a) the number plate is at all times in an upright position parallel to the vehicle's axles; and

(b) the number plate is at all times not more than 1·3 metres above ground level; and
(c) for a motor cycle, the centre of the number plate is at all times at least 30 centimetres above ground level; and

(d) the number or letters, or both, on the number plate are clearly visible from a distance of 20 metres from the number plate at any point within the space produced by a horizontal arc of 90 degrees and a vertical arc of 45 degrees, as indicated by the shaded areas in figures 5 and 6; and

(e) any cover on the number plate—

(i) is clear, clean, untinted and flat over its entire surface; and

(ii) has no reflective or other characteristics that would prevent the successful operation of a device approved for use under a law relating to the detection of traffic offences; and

(f) for a motor vehicle other than a motor cycle, one number plate is affixed to the front of the vehicle and another to its rear; and

(g) for a motor cycle or trailer, the number plate is affixed to the rear of the motor cycle or trailer.

(2) The requirements in subregulations (1)(a) to (d) do not apply to a number plate for a vehicle if—

(a) due to the construction of the vehicle it is not practicable to comply with the requirements; and

(b) the number plate is affixed in a way that complies as far as practicable with the requirements.
(3) If a vehicle is fitted with a bicycle carrier, the number plate required under subregulation (1)(f) to be fitted to the rear of the vehicle may instead be securely affixed to the bicycle carrier.

**Figure 5**

![Diagram of a vehicle with a bicycle carrier](image)

**Figure 6**

![Diagram of a hybrid vehicle](image)

48A Hybrid vehicles

A hybrid vehicle must have fixed conspicuously to the front and rear number plates a label that is—

(a) made of durable material; and

(b) at least 25 millimetres wide and 25 millimetres high; and

(c) mounted as a diamond; and

(d) reflective green; and

(e) marked "HYBRID" in capital letters at least 6 millimetres high.
49 Obligation if towing another vehicle

(1) This regulation applies in the following circumstances—

(a) a motor vehicle (the *towing vehicle*) is towing another vehicle (the *towed vehicle*) that is not required to be registered; and

(b) the towed vehicle is obscuring the rear number plate of the towing vehicle.

(2) The requirement under regulation 48(1) to have a number plate affixed to a vehicle to which this regulation applies includes a requirement that the registration number of the towing vehicle is displayed, by painting or otherwise, on the rear of the towed vehicle, as required by regulation 48(1)(d).

(3) For the purposes of section 72(3) of the Act, a person who complies with subregulation (2) is using an identifying number in prescribed circumstances.

50 Offence

(1) A driver of a vehicle must not use a vehicle on a highway without bearing number plates—

(a) issued by the Corporation;

(b) displaying a registration number properly assigned to the vehicle; and

(c) affixed and displayed in accordance with this Part—

unless exempt under these Regulations or under any other law.

Penalty: 2 penalty units.

(2) The registered operator of a vehicle must ensure that a vehicle is not used on a highway without bearing number plates—
(a) issued by the Corporation;
(b) displaying a registration number properly assigned to the vehicle; and
(c) affixed and displayed in accordance with this Part—

unless exempt under these Regulations or under any other law.

Penalty: 2 penalty units.

**Division 6—Registration labels**

**51 Corporation to issue registration label**

(1) If the Corporation registers or renews the registration of a vehicle, it may issue a registration label for the vehicle.

(2) It is sufficient compliance with subregulation (1) if the Corporation issues a registration label for a vehicle before the renewal of registration of the vehicle.

(3) The registration label must include the registration number of the vehicle.

(4) The registration label may include—

(a) the expiry date of the vehicle's registration;
(b) the applicable vehicle fee code;
(c) in the case of a motor vehicle—

   (i) its make; and

   (ii) its model or body type, whichever is the more descriptive; and

   (iii) its vehicle identifier or, if there is no vehicle identifier, the engine number;
(d) in the case of a heavy vehicle, the vehicle's GVM and GCM;

(e) in the case of a heavy vehicle to which regulation 43(1)(a)(ii) applies, the starting date of the nominated period;

(f) in the case of a vehicle that is conditionally registered, the conditions to which the registration of the vehicle is subject, in coded form;

(g) in the case of a learner approved motor cycle within the meaning of the Road Safety (Drivers) Regulations 2009, the code "LAM".

(5) Despite subregulation (1), the Corporation is not required to issue a registration label for a vehicle that is operated—

(a) by a State or Territory or the Commonwealth, or by an authority of a State or Territory or the Commonwealth; or

(b) as one of 2 or more vehicles registered, or to be registered, as fleet vehicles in the name of a person.

52 Registration label to be affixed in visible and readable way

A registration label for a vehicle must be affixed so that—

(a) it is clearly visible from a distance of 5 metres from the vehicle; and

(b) the information on the label is readable from outside the vehicle.
53 Where registration label to be affixed on vehicle

A registration label for a vehicle must be affixed as follows—

(a) in the case of a motor vehicle fitted with a windscreen or fixed windows—
   (i) to the lower left or near side portion of the front windscreen of the vehicle; or
   (ii) to any fixed window on the left or near side of the vehicle;

(b) in the case of a motor vehicle not fitted with a windscreen or fixed windows (other than a motor cycle), in a suitable holder on the left side of the vehicle;

(c) in the case of a motor cycle, in a suitable holder—
   (i) to the left side of the motor cycle so that the front of the label faces outwards from the motor cycle; or
   (ii) to the handlebar on the left side of the motor cycle so that the front of the label faces the front of the motor cycle; or
   (iii) to the centre of the front of the motor cycle in a position as near as practicable to the top of the steering head so that the front of the label faces towards the front of the motor cycle; or
   (iv) on or adjacent to the motor cycle's number plate in a way that the characters on the number plate are not obscured;
(d) for a trailer—

(i) on or adjacent to the vehicle's number plate in a way that the characters on the number plate are not obscured; or

(ii) so that the label is displayed in a suitable holder on the left side of the trailer in a position not more than 1·5 metres above ground level with the front of the label facing outwards from the trailer towards the left; or

(iii) if the trailer has a window on the left side not more than 1·5 metres above ground level, so that the label is fixed horizontally to the window not more than 15 centimetres from the bottom corner of the window nearest to the front of the trailer, with the front of the label against the inside surface of the window;

(e) in any other case, on or adjacent to the vehicle's rear number plate in a way that the characters on the number plate are not obscured.

54 Corporation may issue replacement label

If the Corporation is satisfied that a registration label is lost, damaged, destroyed or stolen, it may issue a registration label to replace it on payment of the applicable fee specified in Schedule 5.

55 Offence not to affix registration label

(1) A driver of a vehicle must not use a vehicle on a highway if a registration label is not affixed in accordance with this Division unless exempt under these Regulations or under any other law.

Penalty: 3 penalty units.
(2) The registered operator of a vehicle must ensure that the vehicle is not used on a highway if a registration label is not affixed in accordance with this Division unless exempt under these Regulations or under any other law.

Penalty: 3 penalty units.

Division 7—Obligations

56 Obligations of registered operators

(1) The registered operator of a vehicle must notify the Corporation within 14 days after a change in—

(a) the vehicle's garage address; or

(b) the operator's name, residential address or address for service of notices.

Penalty: 3 penalty units.

(2) If a change is made to a vehicle that affects its description as recorded in the register, the registered operator must ensure the vehicle is not used until the Corporation has been notified of the change.

Penalty: 2 penalty units.

(3) If a change is made to a vehicle, or to its use, that would incur liability for an additional fee or charge, the registered operator must ensure the vehicle is not used until—

(a) the Corporation has been notified of the change; and

(b) the additional fee or charge has been paid.

Penalty: 20 penalty units.

Example
A change from rigid truck to prime mover would require compliance with this provision.
(4) Subregulations (2) and (3) do not apply to a primary producer vehicle that is being used to carry primary produce, without fee or reward to a primary producer—

(a) to assist in the relief of an emergency as defined in section 4 of the Emergency Management Act 1986; or

(b) to assist a charitable body or a sporting body.

(5) If requested by the Corporation, the registered operator of a vehicle must give the Corporation information to demonstrate that the garage address recorded in the register for the vehicle is the vehicle's actual garage address.

(6) If requested by the Corporation, a registered operator must give the Corporation evidence acceptable to the Corporation of—

(a) the correct tare mass of the vehicle; and

(b) the proportion of the correct tare mass carried on each tyre of the vehicle and on each axle of the vehicle.

**Note**

Regulation 114 of these Regulations sets out grounds on which the Corporation may suspend the registration of a vehicle. The grounds for suspension include failure by the registered operator to give the Corporation information or evidence relating to the registration of the vehicle when requested by the Corporation.
PART 2.6—REGISTRATION NUMBER RIGHTS AND NON-STANDARD NUMBER PLATES

Division 1—Registration number rights

57 Sale of registration number rights

(1) A person may apply to the Corporation to buy registration number rights in respect of a particular registration number.

(2) The Corporation may sell registration number rights to a person who has made application under subregulation (1).

(3) The sale of registration number rights is subject to the terms and conditions notified to the purchaser at the time of purchase.

58 Refusal to sell registration number rights

The Corporation may refuse to sell registration number rights in respect of a particular registration number if—

(a) the Corporation decides to withhold the registration number from sale; or

(b) the Corporation has agreed with the Commonwealth or an authority responsible for registering vehicles in another State or a Territory not to sell the registration number; or

(c) in the Corporation's opinion, the registration number—

(i) may be mistaken for another registration number; or

(ii) is otherwise unsuitable for sale.
(ii) may give the misleading impression that a vehicle on which the registration number is displayed is owned by—

(A) a department or agency of the Commonwealth or of a State or Territory, including, for example, a police force, a defence force, an official security organisation or a road authority; or

(B) a municipal council; or

(iii) is offensive; or

(iv) is otherwise inappropriate for public display.

59 Transfer of registration number rights

(1) A person to whom registration number rights are transferred (a transferee) must, within 14 days after the transfer, give the Corporation notice of the transfer in the approved form that complies with subregulation (2).

Penalty: 2 penalty units.

(2) The approved form must be signed by the transferee and—

(a) be signed by the person from whom the registration number rights have been transferred; or

(b) if the transferee is the legal personal representative of a deceased person from whom the rights are being transferred or have been transferred, accompanied by relevant evidence of the transferee's entitlement to become the owner of the registration rights in accordance with an order of a court in Australia or another legal process.
60 Grounds for cancellation of registration number rights

The Corporation may cancel registration number rights in respect of a registration number if—

(a) in the Corporation's opinion, the registration number—

(i) may be mistaken for another registration number; or

(ii) may give a misleading impression that a vehicle on which the registration number is displayed is owned by—

(A) a department or agency of the Commonwealth or of a State or Territory, including, for example, a police force, a defence force, an official security organisation or a road authority; or

(B) a municipal council; or

(iii) is offensive; or

(iv) is otherwise inappropriate for public display; or

(v) was issued in error; or

(b) the Corporation reasonably believes the rights have not been lawfully acquired or were acquired by fraud, misrepresentation or other dishonest means; or

(c) display of the registration number is prohibited by law; or

(d) the requirements of regulation 76 and 77 have not been complied with in respect of the rights.
61 Notice of cancellation of registration number rights

(1) If registration number rights are cancelled because of the operation of section 5AD(2)(f) of the Act, or by the Corporation under regulation 60, the Corporation must—

(a) give written notice to the owner of the registration number rights—

(i) that the registration number rights have been cancelled; and

(ii) if the registration number rights have been cancelled under regulation 60(a), that the owner may seek compensation under regulation 62; and

(b) if the registration number in respect of which the registration number rights have been cancelled has been assigned to a motor vehicle—

(i) give written notice to the registered operator of the vehicle informing the operator the rights have been cancelled and directing the operator to return all number plates bearing the registration number to the Corporation within the time stated in the notice; and

(ii) if the registration number rights have been cancelled under regulation 60, assign a new registration number to the vehicle.

(2) A person given a notice under subregulation (1)(b)(i) must comply with the notice.

Penalty: 3 penalty units.
62 Compensation

(1) An owner of registration number rights cancelled under regulation 60(a) may apply in writing to the Corporation for compensation.

(2) The amount of compensation payable by the Corporation for the cancellation of the rights is the amount determined by the Corporation to be the fair market value of—

(a) the registration number rights; and

(b) any number plate bearing the registration number.

(3) If the Corporation makes a decision under subregulation (2), it must give written notice to the applicant of the applicant's rights to internal and external review of the decision under Part 2.12 of Chapter 2.

Division 2—Non-standard number plates and slimline number plates

63 Non-standard number plates

(1) A person may apply to the Corporation for the issue of non-standard number plates.

(2) An owner of registration number rights in respect of a registration number may apply to the Corporation for the issue of non-standard number plates bearing that registration number.

(3) An applicant under subregulation (1) or (2) must pay the fee fixed or determined under section 5AE of the Act.
64 Slimline number plates

(1) In this regulation—

*slimline number plate* means a number plate, other than one issued for a motor cycle or for affixing to a bike carrier, that has a height of not more than 120 millimetres and a width of not more than 375 millimetres.

(2) A person may apply to the Corporation for the issue of slimline number plates.

(3) An applicant under subregulation (2) must pay—

(a) the applicable fee (if any) in relation to the application; and

(b) the fee fixed by the Corporation under section 5AE of the Act.

(4) The issue of slimline number plates to an applicant under subregulation (2) does not, in itself, confer on that applicant registration number rights in the registration number displayed on the slimline number plates.

Division 3—Authorised agents

65 Authorisation of agents

(1) The Corporation may, in writing, authorise a person to be an agent of the Corporation for the purposes of—

(a) issuing number plates; or

(b) selling registration number rights.

(2) An authorisation under subregulation (1) is subject to the terms and conditions (if any) specified by the Corporation.
PART 2.7—RENEWAL OF REGISTRATION

66 Notice of renewal of registration

(1) The Corporation may send the registered operator of a vehicle a notice of renewal of registration stating that if the registration of the vehicle is not renewed on or before the date specified in the notice the registration of the vehicle will expire.

(2) If the Corporation fails to send a notice of renewal of registration for a vehicle, the failure does not affect—

(a) the expiry of the vehicle's registration; or

(b) the obligation of the registered operator of the vehicle to renew the registration of the vehicle if the operator intends to use the vehicle on a highway after the expiry of its existing registration.

67 Application for renewal of registration

The registered operator of a vehicle may apply for renewal of the vehicle's registration by giving to the Corporation—

(a) the registration fee; and

(b) any appropriate transport accident charge for the vehicle payable under the Transport Accident Act 1986.

68 Period of renewal of registration

(1) An applicant for renewal of registration of one of the following vehicles may nominate a period of 6 months as the period of renewed registration for the vehicle, even if the fee for the renewal is nil—

(a) a vehicle referred to in clause 3 of Schedule 3;
(b) a vehicle referred to in item 10, 11, 12 or 13 of the Table to Schedule 3.

**Note**

Regulation 102(3) provides for a pro rata fee in respect of renewal of registration for a period other than 12 months.

(2) An applicant for renewal of registration of a heavy vehicle may nominate—

(a) a period of renewed registration as specified in regulation 43(1)(a); or

(b) part-year registration by specifying a period of not less than 3 months or more than 9 months to start—

(i) not more than 12 months after the expiry date of the previous part-year registration; or

(ii) on the date specified by the registered operator in the application for renewal of registration, being a date not less than one month after the expiry date of the previous part-year registration.

### 69 Renewal of registration

(1) On application under regulation 67, the Corporation may renew the registration of a vehicle—

(a) not more than 3 months after the expiry of registration of the vehicle; or

(b) in the case of a vehicle in respect of which a nomination has been made under regulation 68(2)(b), not more than 12 months after the expiry of registration of the vehicle.
(2) The expiry date of a renewed period of registration must be calculated as if the renewal had commenced—

(a) on the day after the day recorded in the register as the expiry date of the period of registration; or

(b) in the case of a vehicle in respect of which a nomination has been made under regulation 68(2)(b), on the first day of the nominated period.

(3) Subregulations (1) and (2) do not have the effect of retrospectively registering a vehicle.

(4) The Corporation may decide not to renew the registration of a vehicle if circumstances are such that if an initial application for registration of the vehicle were being made the Corporation would refuse the application.

(5) If the Corporation refuses to renew the registration of a vehicle under subregulation (4), it must give written notice to the applicant for renewal of the applicant's rights to internal and external review of the decision under Part 2.12 of Chapter 2.

70 Return of number plates

(1) The Corporation, by written notice to the registered operator of a vehicle, may request the registered operator to return the vehicle's number plates if—

(a) the period during which the registration of the vehicle may be renewed has expired; and

(b) the registration of the vehicle has not been renewed.
(2) If the registered operator of a vehicle is given notice under subregulation (1), the registered operator must return the number plates to the Corporation no later than the date specified in the notice.

Penalty: 3 penalty units.
PART 2.8—TRANSFER OF REGISTRATION

Division 1—Obligations of persons disposing of registered vehicles

71 Obligations of certain persons disposing of registered vehicle

(1) A person who disposes of a registered vehicle (a disposer) must, immediately after disposing of the vehicle, complete an application for transfer of registration as disposer in the approved form and sign it.

Penalty: 5 penalty units.

(2) A disposer must give the person acquiring the vehicle (the acquirer) the completed application for transfer of registration.

Penalty: 5 penalty units.

(3) A disposer must give the acquirer a current certificate of roadworthiness for the vehicle unless—

(a) the acquirer is a dealer; or

(b) the acquirer is the disposer's spouse or domestic partner; or

(c) the disposer is the legal personal representative of a deceased person and the acquirer is the surviving spouse or domestic partner; or

(d) the vehicle is disposed of by way of sale at public auction by an agent of the disposer.

Penalty: 5 penalty units.

(4) This regulation is subject to regulations 72 and 73.
72 Dealer disposing of registered vehicle to person who is not a dealer must provide certificate of roadworthiness

(1) A dealer who disposes of a registered vehicle to a person who is not a dealer must give to the person a current certificate of roadworthiness for the vehicle before the person takes possession of the vehicle.

Penalty: 5 penalty units.

(2) Subregulation (1) does not apply if an agent of the dealer disposes of the dealer's registered vehicle, by way of sale at public auction, to a person who is not a dealer.

73 Dealer disposing of registered vehicle to person other than dealer must give Corporation documents etc.

(1) A dealer who disposes of a registered vehicle to a person who is not a dealer, must give the Corporation within 14 days after disposing of the vehicle—

(a) a completed application for transfer of registration; and

(b) any applicable duty; and

(c) any transfer fee payable for the disposal of the vehicle; and

(d) evidence that a current certificate of roadworthiness has been obtained for the vehicle.

Penalty: 10 penalty units.
(2) Subregulation (1) does not apply if an agent of the dealer disposes of the dealer's registered vehicle, by way of sale at public auction, to a person who is not a dealer and the person who acquires the vehicle is given, before or at the time of the sale, notice that—

(a) the person selling the vehicle is acting as an agent on behalf of the dealer; and

(b) the person acquiring the vehicle will be required to comply with regulation 75(1) by giving the Corporation—

(i) a completed and signed application for transfer of registration; and

(ii) relevant evidence that a current certificate of roadworthiness has been obtained for the vehicle; and

(iii) any applicable duty and the appropriate fee for transfer of registration of the vehicle.

(3) If subregulation (2) applies, the dealer must comply with regulations 71(1) and (2), but not regulation 71(3).

74 Division not applicable in certain circumstances

For the purposes of this Division, a disposal and an acquisition of a registered vehicle includes a delivery of possession of the vehicle as a gift or under a contract of sale, court order or distribution of a deceased estate or by operation of law, but does not include—

(a) a temporary passing of possession of the vehicle to a person who is not intended to become its registered operator; or

(b) a repossession or return of possession of the vehicle as referred to in regulation 77.
Division 2—Obligations of acquirers

75  Obligations of acquirers other than under legal process

(1) A person who acquires a registered vehicle (an *acquirer*) must, as soon as practicable after acquiring the vehicle obtain an application for transfer of registration from the disposer, completed and signed by the disposer.

Penalty:  5 penalty units.

(2) An acquirer must complete the application referred to in subregulation (1) as acquirer and sign it.

Penalty:  5 penalty units.

(3) Not more than 14 days after acquiring the vehicle, the acquirer must give the application referred to in subregulation (1) to the Corporation accompanied by—

(a) evidence satisfactory to the Corporation that a current certificate of roadworthiness has been obtained for the vehicle; and

(b) any applicable duty and the appropriate fee for transfer of registration of the vehicle.

Penalty:  5 penalty units.

(4) Subregulation (3)(a) does not apply to—

(a) the acquisition of a light trailer, specially constructed motor vehicle or recreation motor cycle; or

(b) the acquisition of a vehicle—

(i) from a person whom the Corporation is satisfied is the spouse or domestic partner of the person; or
(ii) from the legal personal representative of a deceased person by the surviving spouse or domestic partner; or

(c) a dealer who acquires a registered vehicle from another person, including a dealer, or the agent of another person.

(5) A person, other than a dealer or a person given a notice under regulation 73(2), who acquires a vehicle from a dealer is not required to comply with subregulation (3) but must, at the time of acquiring the vehicle—

(a) complete an application for transfer of registration form as acquirer, sign it and give it to the dealer; and

(b) unless the dealer otherwise agrees, pay to the dealer the applicable duty and the transfer fee.

Penalty: 10 penalty units.

(6) This regulation does not apply to a vehicle acquired in accordance with an order of an Australian court or another legal process.

76 Obligations of a person acquiring possession under court order or other legal process

If a person acquires possession of a registered vehicle in accordance with an order of an Australian court or another legal process, the person must—

(a) obtain a form of notification of a court order or another legal process and complete the form as acquirer;
(b) not more than 14 days after acquiring possession of the vehicle, give the application to the Corporation with any applicable duty and the transfer fee payable under Schedule 3.

Penalty: 5 penalty units.

77 Repossession and restoration

(1) A holder of a security interest in a registered vehicle must notify the Corporation in the approved form not more than 14 days after taking possession of the vehicle from the registered operator.

Penalty: 5 penalty units.

(2) A holder of a security interest in a registered vehicle must notify the Corporation in the approved form not more than 14 days after parting with possession of the vehicle where the vehicle has been taken from the registered operator (including returning possession to the registered operator).

Penalty: 5 penalty units.

(3) A person to whom subregulation (2) applies who parts with possession of the vehicle must apply for transfer of registration of the vehicle.

(4) An application under subregulation (3) must be—

(a) in the approved form; and

(b) accompanied by the relevant fee specified in Schedule 5.

78 Application for transfer by joint owners

(1) The registered operator of a vehicle may apply to the Corporation for the transfer of the registration of the vehicle to another person who is eligible to be the registered operator of the vehicle.
(2) An application under subregulation (1) must be—

(a) in the approved form; and

(b) accompanied by any applicable duty and the transfer fee for the transfer of the registration of the vehicle; and

(c) subject to subregulation (3), accompanied by evidence satisfactory to the Corporation that a current certificate of roadworthiness has been obtained for the vehicle.

(3) Subregulation (2)(c) does not apply to an application for the transfer of the registration of a vehicle from a person to the person's spouse or domestic partner.

79 Application for transfer of registration by legal personal representative

If the registered operator of a vehicle dies, the operator's legal personal representative must, within 14 days after becoming the legal personal representative, give the Corporation—

(a) evidence of the registered operator's death; and

(b) an application, in the approved form, for transfer of the registration of the vehicle to the legal personal representative; and

(c) the transfer fee for the transfer of the registration of the vehicle.

80 Mandatory refusal to record transfer

(1) The Corporation must refuse to register the transfer of registration of a vehicle if—

(a) an order of an Australian court prohibits the sale, disposal or transfer of the registration; and
(b) the Corporation has been given notice of the court order.

(2) The Corporation is not required by subregulation (1) to refuse to register a transfer of registration if—

(a) the court order is not adequate to enable the Corporation to identify the vehicle; or

(b) the prohibition applies only to the sale or disposal of the vehicle, and the sale or disposal occurred before the court order was made.

81 Discretionary refusal to record transfer

(1) The Corporation may refuse to record the transfer of registration of a vehicle if it is satisfied of any of the following—

(a) the vehicle is the subject of a vehicle defect notice that—

(i) prohibits use of the vehicle or imposes conditions on its use; and

(ii) has not been complied with and the date for compliance stated in the notice has expired;

(b) it appears to the Corporation that the vehicle is not fitted with an identification plate;

(c) it appears to the Corporation that a vehicle identifier has been altered, defaced, removed, substituted or tampered with, without lawful authorisation;

(d) the vehicle is registered on condition that its registration not be transferred;

(e) the transferee is not adequately identified in the application for transfer;
(f) the requirements of the Act and these Regulations relating to the transfer of the registration have not been complied with;

(g) the Corporation reasonably believes the ownership, possession, control or description of the vehicle as recorded on the register is uncertain;

(h) the Corporation would refuse an application to register the vehicle under regulation 29(1) or (2).

(2) The Corporation may record the transfer of the registration of a vehicle despite the failure of one of the parties to the transfer to meet a requirement of these Regulations relating to the transfer of the registration if—

(a) the proposed new registered operator has possession of the vehicle; and

(b) the Corporation considers it appropriate to register the transfer in the circumstances.

82 Notice of refusal to record transfer

If the Corporation refuses to record the transfer of the registration of a vehicle under this Division, it must give the applicant for transfer a written notice stating the applicant's rights to internal and external review of the decision under Part 2.12 of Chapter 2.

83 Corporation may make entry in register pending application for transfer

If the Corporation is advised by the registered operator of a vehicle that the vehicle has been disposed of, the Corporation may make an entry in the register to that effect until an application for transfer of the registration is received.
84 New certificate of registration to be issued

If the Corporation records a transfer of registration of a vehicle it may—

(a) issue a new certificate of registration; or
(b) make an endorsement on the certificate of registration; or
(c) issue a form of transfer of registration to the person acquiring the vehicle.
PART 2.9—WRITTEN-OFF VEHICLES

85 Application of Part

This Part applies to motor vehicles, including motor cycles, that are light motor vehicles designed solely or principally for the transport on roads of people, animals or goods.

86 Definitions

In this Part—

authorised person means a person authorised under regulation 99(1);

relevant date means—

(a) for a vehicle that is written off by an insurer or self-insurer, the date on which the insurer or self-insurer made a determination under section 16C(1)(b) of the Act in respect of the vehicle;

(b) for a vehicle that is being demolished or dismantled by a motor wrecker, the date on which the motor wrecker began to demolish or dismantle the vehicle;

(c) for a vehicle that is in the care, custody or control of a motor car trader, the date on which the vehicle came into the care, custody or control of the motor car trader;

relevant identification information, for a motor vehicle, means—

(a) the registration number of the vehicle (if any); and

(b) the vehicle identifier of the vehicle; and

(c) the make and model of the vehicle; and
(d) whether the vehicle is—
   (i) a light motor vehicle other than a motor cycle; or
   (ii) a motor cycle;

**usual information** means—

(a) the relevant identification information for the vehicle; and
(b) the relevant date for the vehicle; and
(c) any other information required by the Corporation by notice in writing; and
(d) the date on which the information in paragraphs (a) to (c) is given to the Corporation;

**VIV certificate** means a certificate issued in respect of a vehicle by an authorised person certifying that—

(a) the vehicle is the original vehicle to which the relevant vehicle identifier was assigned; and
(b) the damage or condition, or the damaged part or component which caused the vehicle to be recorded on the register of written-off vehicles has been repaired, restored or replaced.

**Note**

The terms *insurer, self-insurer, written-off vehicle, interstate written-off vehicles register, late model vehicle, motor wrecker, statutory write-off and repairable write-off* are defined in section 16B of the Act.
87 Obligations of insurers and self-insurers in relation to write-offs

(1) If a late model vehicle is written off, anywhere in Australia, in the course of the business carried on by an insurer, the insurer must give the Corporation the information specified in subregulation (3).

Penalty: 20 penalty units.

(2) If a late model vehicle is written off, anywhere in Australia, by a self-insurer, the self-insurer must give the Corporation the information specified in subregulation (3).

Penalty: 20 penalty units.

(3) The information specified for the purposes of subregulations (1) and (2) is—

(a) the usual information; and

(b) whether the vehicle is a statutory write-off or a repairable write-off; and

(c) a statement of the event or circumstances that, in the opinion of the insurer or self-insurer, resulted in the vehicle being a statutory write-off or repairable write-off, described by reference to codes or terms approved by the Corporation from time to time; and

(d) the location and severity of the damage to the vehicle, described by reference to codes or terms approved by the Corporation from time to time; and

(e) the date on which the information in paragraphs (a) to (d) is given to the Corporation.
(4) An insurer or self-insurer must give the Corporation the information specified in subregulation (3)—

(a) before the insurer or self-insurer disposes of the vehicle and within 7 days after the relevant date; or

(b) the later time approved by the Corporation and notified to the insurer or self-insurer, either generally or in a particular case.

Penalty: 20 penalty units.

(5) Despite subregulations (1) and (2), an insurer or self-insurer is not required to give information to the Corporation under this regulation if information about the write-off of the vehicle has been given for inclusion on an interstate written-off vehicles register.

88 Obligations of motor wreckers in relation to write-offs

(1) A motor wrecker must give the Corporation the usual information for any late model vehicle that is demolished or dismantled in the course of the business carried on by a motor wrecker.

Penalty: 20 penalty units.

(2) A motor wrecker must give the Corporation the usual information—

(a) before the motor wrecker disposes of the part or part of the vehicle on which the vehicle identifier is located and within 7 days after the relevant date; or

(b) the later time approved by the Corporation, either in a particular case or generally.

Penalty: 20 penalty units.
(3) Despite subregulation (1), a motor wrecker is not required to give information to the Corporation under this subregulation if—

(a) information about the vehicle has been given to the Corporation by an insurer or self-insurer under regulation 87; or

(b) the registered operator of the vehicle has given the Corporation written notice that the registered operator has written off the vehicle.

89 *Obligations of motor car traders in relation to write-offs*

(1) A motor car trader must give the Corporation the usual information for each late model vehicle that is in the care, custody and control of the motor car trader in the course of the business carried on by the motor car trader if the motor car trader knows, or ought reasonably to know, that the vehicle is a written-off vehicle which has not already been reported.

Penalty: 20 penalty units.

(2) A motor car trader must give the Corporation the usual information—

(a) before the motor car trader disposes of the vehicle and within 7 days after the relevant date; or

(b) the later time approved by the Corporation, either in a particular case or generally.

(3) Despite subregulation (1), a motor car trader is not required to give information to the Corporation under this subregulation if—

(a) information about the vehicle has been given to the Corporation by an insurer or self-insurer under regulation 87; or
(b) the person who was the registered operator of the vehicle has given the Corporation written notice that the person has written off the vehicle.

90 **Obligation to disclose information to purchaser of written-off vehicle**

(1) A person who sells a written-off vehicle must inform the purchaser in writing whether the vehicle is entered on the register of written-off vehicles or on an interstate written-off vehicles register.

Penalty: 10 penalty units.

(2) A motor car trader is taken to have complied with this regulation if he or she includes the information required by this regulation in a notice attached to the relevant motor car in accordance with section 52 of the *Motor Car Traders Act 1986*.

91 **Obligation of insurer or self-insurer to affix notices or labels to write-offs**

(1) This regulation applies if a motor vehicle is a statutory write-off.

(2) Unless a notice or label, in the approved form, has already been affixed to the motor vehicle, an insurer or self-insurer must affix to a motor vehicle to which this regulation applies a notice or label in the approved form within 7 days after the relevant date.

Penalty: 20 penalty units.

92 **Obligation of motor wrecker or motor car trader to affix notices or labels on write-offs**

(1) This regulation applies to a motor wrecker or motor car trader if the motor wrecker or motor car trader knows, or ought reasonably to know, that a late model vehicle in the care, custody or control

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Reg. 90 amended by S.R. No. 26/2010 reg. 21 (ILA s. 39B(2)).

Reg. 90(2) inserted by S.R. No. 26/2010 reg. 21.
of the motor wrecker or motor car trader in the course of the motor wrecker's or motor car trader's business is a motor vehicle referred to in the definition of statutory write-off in section 16B of the Act.

(2) Unless a notice or label, in the approved form, has already been affixed to a motor vehicle, a motor wrecker or motor car trader must affix a notice or label in the approved form to a vehicle to which this regulation applies within 7 days after the relevant date.

Penalty: 20 penalty units.

93 Entering vehicle on the register of written-off vehicles

(1) The Corporation must enter details of a motor vehicle on the register of written-off vehicles if information about the vehicle is given to the Corporation by an insurer or self-insurer under regulation 87.

(2) The Corporation may enter details of a motor vehicle on the register of written-off vehicles if—

(a) information about the vehicle is given to the Corporation by any of the following—

(i) a motor wrecker under regulation 88; or

(ii) a motor car trader under regulation 89; or

(iii) the registered operator under section 16C(1)(b) of the Act; or

(iv) the person who was the registered operator of the vehicle; or
(b) the Corporation considers the vehicle has been written off.

Note
Section 16D(2A) of the Act states that, in entering a vehicle on the register of written-off vehicles, the Corporation is entitled to rely on a determination made by an insurer or self-insurer under section 16C(1)(b) that a written-off vehicle is a statutory write-off or a repairable write-off and is not required to make any enquiries of its own in relation to the matter before entering the vehicle on the register.

94 Information to be included if motor vehicle entered on register

(1) If the Corporation enters details of a motor vehicle on the register of written-off vehicles, the Corporation must, as part of the entry, record on the register—

(a) if details of the vehicle are entered on the register on the basis of information provided to the Corporation under regulation 87, 88 or 89—

(i) the information provided under that regulation; and

(ii) the date on which the entry was made on the register; and

(b) in any other case—

(i) the relevant identification information for the vehicle; and

(ii) whether the vehicle is a statutory write-off or a repairable write-off; and

(iii) the relevant date for the vehicle, if known; and

(iv) information relating to the damage or condition that caused the vehicle to be written off; and
(v) the date on which the entry was made on the register.

(2) The Corporation may record as part of an entry on the register of written-off vehicles any other information in relation to that vehicle the Corporation considers appropriate.

95 Removal or amendment of entries on the register of written-off vehicles

(1) The following persons may, in relation to a vehicle on the register of written-off vehicles, apply to the Corporation for an entry for that vehicle to be removed or amended—

(a) a person who gave the Corporation notice that the vehicle was a written-off vehicle;

(b) a person who was the registered operator of the vehicle when it became a written-off vehicle or, if the registration of the vehicle was then cancelled, immediately before that cancellation;

(c) a person who was the spouse or domestic partner of a person referred to in paragraph (a) or (b) when the notice was given or the vehicle became a written-off vehicle (as the case requires).

(2) The Corporation may require an applicant under subregulation (1) to give the Corporation evidence, in a form acceptable to the Corporation—

(a) of the applicant's identity; or

(b) that the applicant is a person referred to in subregulation (1)(a), (b) or (c); or

(c) regarding description, condition, ownership, possession or control of the vehicle.
(3) If, after considering the applicant's application, the Corporation is satisfied that the entry is incorrect because the vehicle was not a written-off vehicle when it was entered on the register, the Corporation may remove the entry relating to that vehicle.

(4) If, after considering the applicant's application, the Corporation is satisfied that the entry is incorrect because the vehicle did not satisfy the criteria for the category of written-off vehicle under which the vehicle was registered when it was entered on the register, the Corporation may amend the entry—

(a) in the case of a statutory write-off, by amending the entry to a repairable write-off; or

(b) in the case of a repairable write-off, by amending the entry to a statutory write-off.

(5) If the Corporation refuses the applicant's application, it must give the applicant written notice of—

(a) the applicant's rights to internal and external review of the decision under Part 2.12 of Chapter 2; and

(b) the applicant's right under section 16E of the Act to appeal against the refusal.

96 Disclosure of information on the register of written-off vehicles

(1) For the purposes of section 92(2A)(d) of the Act, the prescribed kind of information is the information referred to in regulation 94(1)(b).

(2) On payment of the appropriate fee, a person may obtain a certified extract of information entered on, or derived from, the register of written-off vehicles.
vehicles if the information is information referred to in section 92(2A) of the Act.

97 Register and renewal of registration of written-off vehicles

(1) The Corporation may register a vehicle to which section 16F(3) or (4) of the Act applies only if all the requirements of these Regulations for registration have been satisfied and—

(a) the Corporation has been given a VIV certificate, issued not more than 3 months before the date of the application for registration, relating to the vehicle; or

(b) the application for registration is made more than 15 years after the date of manufacture of the vehicle; or

(c) if the vehicle's identifier is the same as that of a vehicle entered as a repairable write-off on an interstate written-off vehicles register and the application is not made more than 15 years after the date of manufacture of the vehicle—

(i) if required by the Corporation, the Corporation is given a VIV certificate which complies with paragraph (a); or

(ii) if the Corporation does not require that a VIV certificate be given—

(A) an interstate written-off vehicles register records that the vehicle has been subjected to an inspection to confirm that it is the vehicle to which the relevant vehicle identifier was assigned; and
(B) on or after the date of the record being made, the vehicle has been registered in that State or Territory.

Note
Vehicles to which sections 16F(3) and 16F(4) of the Act apply are vehicles that have the same vehicle identifier as a vehicle entered on the register of written-off vehicles (or an equivalent interstate register) as a repairable write-off. A vehicle that has the same vehicle identifier as a statutory write-off cannot be registered. See sections 16F(1) and 16F(2) of the Act.

98 Form and supply of VIV certificate

(1) A VIV certificate must be in the approved form.

(2) The Corporation must give forms of VIV certificates to authorised persons—
   (a) in books of original forms, on payment of the relevant fee specified in Schedule 5; or
   (b) in electronic form, on payment of the relevant administrative fee (if any).

(3) Forms given by the Corporation under subregulation (2) remain the property of the Corporation.

99 Authorisation of persons to issue certificate

(1) The Corporation, in writing, may authorise a person, or a class of persons, to issue certificates for the purposes of regulation 97(1)(a).

(2) An authorised person must not issue a certificate for the purposes of regulation 97(1)(a) for a vehicle unless the vehicle has been inspected by, or under the supervision of, the person in accordance with any instructions issued to the person by the Corporation for the inspection of written-off vehicles.
100 Renewal of registration

The registration of a vehicle to which regulation 97 applies may be renewed under Part 2.7 of Chapter 2.
PART 2.10—FEES

101 Fees for registration and renewal of registration of heavy vehicles

(1) Subject to subregulations (2) and (3), the fee for registration or renewal of registration of a vehicle of a kind referred to in Schedule 4 is the relevant fee calculated in accordance with that Schedule, unless this Part otherwise provides.

(2) A fee is not payable if, under Schedule 4, the calculated fee for registration of the vehicle is "nil".

Example
Specified vehicles equipped for combating outbreaks of fire or for emergency response are subject to a "nil" fee under item 17 of Schedule 3. A fee is not payable for those vehicles under Schedule 4.

(3) If a fee payable under Schedule 4 is greater than the fee that would be payable under Schedule 3 for a vehicle described in item 5, 6, 8, 9, 14, 17 or 18 of Schedule 3, the fee is to be reduced by the amount of the difference.

102 Fees for registration and renewal of registration of other vehicles

(1) Subject to subregulation (2), the fee for registration or renewal of registration for a period of 12 months of a vehicle that is not of a kind referred to in Schedule 4 is the fee payable under Schedule 3 for that kind of vehicle.

(2) The fee payable for registration or renewal of registration of a hybrid vehicle for a period of 12 months is—

(a) nil, if the fee determined in accordance with subregulation (1) would be $50 or less; or
(b) the fee determined in accordance with subregulation (1) less $50, in any other case.

Note

A hybrid vehicle is a vehicle equipped to run on electricity and one or more other fuel type or types—see regulation 5.

(3) The fee payable for registration or renewal of registration of a vehicle for a period other than 12 months is calculated using the formula—

\[
\frac{A}{365} \times B
\]

where—

A is the number of days of the nominated period of registration;

B is the charge for 12 months registration of the vehicle.

103 Fees for transfer of registration

(1) Subject to subregulation (2), the fee payable for the transfer of registration of a vehicle is—

(a) for transfer of registration to a dealer of a motor vehicle other than a motor cycle, 1.4 fee units; or

(b) for transfer of registration of a motor cycle or trailer, $5.60; or

(c) in any other case, 2.75 fee units.

(2) No fee is payable for any of the following transfers—

(a) a transfer of registration of a category 3, 10, 11, 12, or 13 vehicle referred to in the Table to Schedule 3—
(i) from the name of a deceased person to his or her surviving spouse or domestic partner; or 
(ii) from the legal personal representative of a deceased person to the surviving spouse or domestic partner; 

(b) a transfer of registration of a category 6(1)(b)(viii), 6(2), 6(3), 6(4), 9, 10, 11, 12, 13, 17 or 18 vehicle referred to in the Table to Schedule 3; 

(c) a transfer of registration of a vehicle that results in the vehicle becoming a category 6(1)(b)(viii), 6(2), 6(3), 6(4), 9, 10, 11, 12, 13, 17 or 18 vehicle referred to in the Table to Schedule 3. 

104 Search and extract fees 

(1) The fee payable for a search of, or extract from, the Corporation's records relating to registration of a vehicle or information relating to a vehicle on the register of written-off vehicles is the relevant fee specified in Schedule 6. 

(2) The relevant fee specified in Schedule 6 is payable in respect of a search, an extract, or certificate containing information from the register or the written-off vehicles register. 

(3) The Corporation may enter into an agreement with— 

(a) a public authority, the Chief Commissioner of Police, a municipal council, an insurer, a self-insurer, a motor vehicle wrecker, a motor car trader, a tolling operator or an auction house for the Corporation to provide extracts for fees that— 

(i) are less than the fees prescribed in subregulation (1); and
(ii) are not exceeding the costs incurred by it for providing the extracts; or

(b) a person for the purposes of historical research or the supply of statistical information on reasonable terms acceptable to the Corporation and not exceeding the costs incurred by it for providing that service.

105 Vehicle inspection fees

(1) The fee for making an appointment for a vehicle inspection under regulation 26 is the fee specified in item 1 of Schedule 5.

(2) The fee for the transfer of a vehicle inspection appointment to another time and place under regulation 26 is the fee specified in item 2 of Schedule 5.

(3) The fee for a vehicle inspection is—

(a) in the case of a vehicle inspection performed on the Corporation’s premises, the fee specified in item 3 of Schedule 5;

(b) in any other case, the fee specified in item 4 of Schedule 5.

106 Refunds

(1) If the registration of a vehicle is cancelled, the Corporation may refund part of the registration fees calculated in accordance with the following formula—

\[ R = \frac{A}{B} \times C \]

where—

R is the amount of the refund (in dollars); and

A is the unexpired number of days of duration of the registration; and
B is the total number of days for which the registration was granted; and

C is the amount paid for the registration (in dollars).

(2) If there is a change in the registration of a vehicle as a result of which a lower registration fee is payable, the Corporation must refund the difference in fees in accordance with the following formula—

\[ R = \frac{A}{B} \times C \]

where—

R is the amount of the refund (in dollars); and

A is the unexpired number of days of duration of the registration after the change; and

B is the total number of days for which the registration was granted; and

C is the amount of the difference in fees (in dollars).

(3) The Corporation may require a person to pay the fee specified in item 23 of Schedule 5 for processing the refund.

(4) The Corporation may deduct the fee referred to in subregulation (3) from any refund.

(5) The Corporation is not required to refund an amount that would be payable if the amount of refund is equal to or less than the fee referred to in subregulation (3).

(6) The Corporation may, if it considers it appropriate to do so in all of the circumstances, waive or refund, in whole or in part—

(a) an appointment fee; or
(b) the fee for the replacement of a certificate of registration or registration label.

107 Application of certain fees

The following fees received by the Corporation must be paid by it into its general fund—

(a) fees payable under items 1 to 9, 12, 13, 15 to 17 and 21 to 24 of Schedule 5;

(b) fees payable under regulations 104 and 108;

(c) administrative fees;

(d) the fee for replacement of a non-standard number plate payable referred to in regulation 46(a);

(e) the fee payable for the issue of non-standard number plates referred to in regulation 63(3);

(f) the fee payable for the issue of slimline number plates referred to in regulation 64(3)(b).

108 Fees for interstate registration functions

The fee payable for the performance of a function of the Corporation for Victoria under the Interstate Road Transport Act 1985 of the Commonwealth is the lesser of the following—

(a) the fee payable for the performance of a corresponding function under these Regulations; and

(b) the maximum fee specified in the regulations under the Interstate Road Transport Act 1985 of the Commonwealth.
PART 2.11—EXPIRY, SURRENDER, SUSPENSION AND CANCELLATION OF REGISTRATION

Division 1—Expiry

109 Expiry of registration

The registration of a vehicle expires at the end of the day recorded in the register as the vehicle's registration expiry date.

Division 2—Surrender

110 Application for surrender

(1) The registered operator of a vehicle may apply to the Corporation to surrender the registration of the vehicle.

(2) An application by a registered operator under subregulation (1) may be made—

(a) personally; or

(b) by an agent who produces written evidence of his or her appointment as the registered operator's agent.

111 Requirements for surrender

(1) The registered operator of a vehicle who applies to surrender the registration of the vehicle must destroy the registration label for the vehicle, if it is practicable to do so.

Penalty: 3 penalty units.
(2) The registered operator of a vehicle who applies to surrender the registration of the vehicle must, if required by the Corporation, provide a statement signed by the registered operator or the operator's agent stating that the label has been destroyed or the reason it is not practicable for the label to be destroyed.

Penalty: 3 penalty units.

(3) The registered operator of a vehicle who applies to surrender the registration of the vehicle must, if required by the Corporation, return the registration certificate and number plates for the vehicle to the Corporation or an agent nominated by the Corporation.

Penalty: 3 penalty units.

112 Approval of application

The Corporation must approve an application by the registered operator of a vehicle for the surrender of the vehicle's registration unless—

(a) the registered operator has failed to comply with the requirements of this Division; or

(b) the Corporation is taking action to suspend or cancel the registration under this Part, other than action to cancel the registration as a result of the surrender.

113 Cancellation of registration because of application to surrender registration

If the Corporation approves an application to surrender the registration of a vehicle under regulation 112, it must cancel the registration of the vehicle.
Division 3—Suspension

114 Grounds for suspension

The Corporation may suspend the registration of a vehicle if—

(a) a vehicle defect notice relating to the vehicle has not been complied with and the date for compliance specified in the notice has expired; or

(b) the vehicle does not comply with the standards for registration; or

(c) any transport accident charge or duty payable in relation to the vehicle, or any amount payable in relation to the vehicle under the Act or these Regulations, has not been paid; or

(d) a non-cash payment given to the Corporation as payment of an amount referred to in paragraph (c) is dishonoured; or

(e) a penalty imposed on the registered operator of the vehicle in respect of the operation of the vehicle is unpaid and no court order for the payment of the penalty by instalments has been made; or

(f) the registered operator of the vehicle has not complied with a court order for the payment by instalments of a penalty imposed on the registered operator in respect of the operation of the vehicle; or

(g) the vehicle has been destroyed or damaged beyond repair; or
(h) the registered operator of the vehicle has failed to comply with a notice under regulation 28 or section 13 of the Act to present the vehicle for inspection at the time and place stated in the notice; or

(i) the Corporation reasonably believes the ownership, possession, control or description of the vehicle as recorded on the register is uncertain; or

(j) the registered operator has failed to give the Corporation information or evidence relating to the registration of the vehicle requested by the Corporation in accordance with the Act or these Regulations; or

(k) the Corporation reasonably believes the vehicle or part of the vehicle is or may have been stolen; or

(l) the Corporation reasonably believes the vehicle or part of the vehicle has, or may have, been illegally imported; or

(m) the vehicle does not have an identification plate; or

(n) it appears to the Corporation that a vehicle identifier has been altered, defaced, removed, substituted or tampered with without lawful authorisation; or

(o) the registered operator of the motor vehicle is a corporation that is convicted or found guilty of an offence against section 60 of the Act in relation to the vehicle; or

(p) the requirements of these Regulations with respect to the transfer or registration of the vehicle have not been complied with; or
(q) the registered operator of a vehicle has not complied with a direction under regulation 61(1)(b)(i) to return all number plates within the time stated in that notice; or

(r) the requirements of regulations 73 and 75 have not been complied with; or

(s) the vehicle does not comply with a condition of its registration.

115 Procedure for suspension

(1) If the Corporation decides to suspend the registration of a vehicle under regulation 114, the Corporation must give the registered operator a written notice stating—

(a) the reasons for the suspension; and

(b) the date on which the suspension takes effect; and

(c) the action, if any, to be taken by the registered operator to avoid the suspension or to have the suspension lifted; and

(d) that the registration of the vehicle may be cancelled if the action referred to in paragraph (c) is not taken by a day stated in the notice (which must be at least 14 days after the date of the notice); and

(e) the rights of the registered operator to an internal and external review under Part 2.12 of Chapter 2.

(2) Subregulation (1) does not apply if the Corporation has not been given the name and address details of the proposed acquirer.
116 Effect of suspension

(1) If the registration of a vehicle is suspended under this Division, the vehicle is unregistered for the purposes of Part 2 of the Act.

(2) The suspension of a vehicle's registration under this Division does not alter the expiry date of the registration.

(3) Despite subregulation (1) it is not an offence against these Regulations to leave a vehicle whose registration has been suspended standing on a highway.

Division 4—Cancellation

117 Cancellation of registration

(1) This regulation applies if—

(a) the action required by a notice under regulation 115 is not taken within the period stated in the notice; and

(b) the Corporation reasonably believes that a reason for the suspension of the vehicle's registration still exists.

(2) The Corporation may cancel the vehicle's registration at the end of that period.

(3) If the Corporation cancels the registration, it must give the registered operator of the vehicle written notice of—

(a) the cancellation; and

(b) the operator's rights to an internal and external review under Part 2.12 of Chapter 2.
118  Obligation of registered operator if registration cancelled

(1) If registration of a vehicle is cancelled by the Corporation under regulation 113 the registered operator of the vehicle must destroy the registration label for the vehicle.

Penalty: 3 penalty units.

(2) If registration of a vehicle is cancelled by the Corporation under regulation 113 the registered operator of a vehicle must, if required by the Corporation, return the vehicle's registration certificate and number plates to the Corporation or an agent nominated by the Corporation, within 14 days after the date stated in the written notice of cancellation given to the person by the Corporation.

Penalty: 3 penalty units.

(3) If the registration of a vehicle is cancelled by the Corporation under regulation 117, the registered operator of the vehicle must, within 14 days after the person is notified by the Corporation of the cancellation—

(a) destroy the registration label for the label; and

(b) return the vehicle's registration certificate and number plates to the Corporation or an agent nominated by the Corporation.

Penalty: 3 penalty units.

119  Cancellation of registration of written-off vehicles

(1) If the Corporation enters a registered vehicle on the register of written-off vehicles, it must cancel the vehicle's registration.
(2) If the Corporation cancels a vehicle's registration under subregulation (1) it must give the registered operator written notice of—

(a) the cancellation of the registration; and

(b) the registered operator's right to an internal review of the decision to enter the vehicle on the register of written-off vehicles under Division 2 of Part 2.12 of Chapter 2.

(3) If the Corporation cancels a vehicle's registration under subregulation (1) and subsequently removes the entry from the register of written-off vehicles (whether under regulation 95 or following an internal or an external review), the Corporation must restore the vehicle's registration.
PART 2.12—REVIEW AND APPEAL RIGHTS

Division 1—Internal review

120 Grounds for internal review

A person whose interests are affected by one of the following decisions may apply to the Corporation in writing for an internal review of the decision by the Corporation in respect of—

(a) a decision not to register a vehicle under regulation 14(2), 29(1) or 29(2) or 30(2);
(b) a decision to impose or vary a condition on the registration of a vehicle under regulation 30(3) or (4);
(c) a decision as to fair market value decided by the Corporation under regulation 62(2);
(d) a decision not to renew the registration of a vehicle under regulation 69(4);
(e) a decision not to register the transfer of the registration of a vehicle under regulation 80(1), 81 or 82;
(f) a decision to suspend the registration of a vehicle under regulation 114;
(g) a decision to cancel the registration of a vehicle under regulation 117;
(h) a decision not to exempt a vehicle under regulation 132(1) from the requirement to be registered;
(i) a decision not to issue a short term unregistered vehicle permit for a vehicle under regulation 134(2).
121 When application for internal review must be made

An application for internal review of a decision by a person affected by the decision must be made within 28 days after the later of—

(a) the day on which the person is notified of the decision; and

(b) the day on which the person is informed by the Corporation of the person's right to an internal review.

122 Who is to conduct internal review

An application for internal review must be considered by a person who was not involved in considering or making the decision the subject of the review.

123 Decision about internal review

(1) After considering an application for internal review of a decision, the Corporation must make a decision—

(a) affirming the decision; or

(b) varying the decision; or

(c) revoking the decision and making another decision in substitution for it.

(2) Within 28 days after it receives an application for internal review, the Corporation must give the applicant a written notice stating—

(a) its decision about the internal review; and

(b) the applicant's right to an external review of the decision under regulation 128.
(3) A decision subject to an application for internal review under this Division is taken to be affirmed by the Corporation if the Corporation has not given written notice of its decision about the application to the applicant within 28 days after the day the application was made.

Division 2—Internal review of decisions about written-off vehicles

124 Who may apply for review

A person who, under section 16E(2) of the Act, could appeal against one of the following decisions may apply to the Corporation for an internal review of the decision by the Corporation—

(a) a decision to refuse to enter a vehicle on the register of written-off vehicles;

(b) a decision to refuse to remove an entry from the register of written-off vehicles;

(c) a decision to amend, or refuse to amend, an entry on the register of written-off vehicles.

125 When application must be made

An application for internal review of a decision by a person must be made within 28 days after the later of—

(a) the day on which the person is notified of the decision; and

(b) the day on which the person is informed by the Corporation of the relevant person's right to an internal review of the decision.
126  Who must consider application for internal review  

An application for internal review must be considered by a person who was not involved in considering or making the decision the subject of the review.

127  Decision about internal review  

(1) After considering an application for internal review of a decision, the Corporation must make a decision—

(a) affirming the decision; or  
(b) varying the decision; or  
(c) revoking the decision and making another decision in substitution for it.

(2) The Corporation must give the applicant written notice of its decision about the internal review within 28 days after it receives the application for internal review.

(3) A decision subject to an internal review under this Division is taken to be affirmed by the Corporation if the Corporation has not given written notice of its decision to the applicant for internal review within 28 days after the day the application was made.

Division 3—External review

128  Application for external review  

(1) Subject to subregulation (2), a person whose interests are affected by a decision of the Corporation on an internal review under regulation 120 may apply to VCAT for a review of the decision.

(2) Subregulation (1) does not apply if the person has a right to appeal to the Magistrates’ Court under section 12 or 16E of the Act.
(3) An application by a person for a review under subregulation (1) must be made within 28 days after the latest of—

(a) the day on which the internal review decision is made; and

(b) the day on which the person is informed by the Corporation of the person's right to an external review; and

(c) if, under the Victorian Civil and Administrative Tribunal Act 1998, the person asks for a statement of reasons for the decision, the day on which the statement of reasons is given to the person or the person is informed under section 46(5) of that Act that a statement of reasons will not be given.

Division 4—Appeals

129 Appeal to the Magistrates' Court

(1) An appeal to the Magistrates' Court under section 12 or 16E of the Act by a person (the affected person) affected by a decision made by the Corporation must be made within 28 days after—

(a) the affected person is notified of the Corporation's decision, if the decision was not reviewed under regulation 127(1); or

(b) the affected person is notified under regulation 127(2) of the Corporation's decision, if the decision was reviewed under regulation 127(1).

(2) If the Corporation fails to notify the affected person of its decision as required by regulation 127(2), the affected person may appeal to the Magistrates' Court within 28 days after the end of the period specified in that subregulation.
(3) The Magistrates' Court must cause particulars of an order made on an appeal to be sent immediately to the Corporation.

(4) A person who appeals to the Magistrates' Court under section 12 or 16E of the Act must—

(a) give written notice of the appeal to the Registrar of the Magistrates' Court, asking the clerk to endorse a copy of the notice with the date on which the appeal is to be heard; and

(b) serve on the Corporation the endorsed copy of the notice not less than 14 days before the hearing date.
CHAPTER 3—USE OF UNREGISTERED VEHICLES

PART 3.1—EXEMPTIONS

130 Exemption for vehicles used for the purpose of obtaining registration

(1) A vehicle is exempt from the requirement to be registered while it is being used on a highway—

(a) for the purpose of obtaining registration and the vehicle is proceeding by the most direct or convenient route to the nearest place at which registration under the Act is carried out; or

(b) for the purpose of attending an office of the Corporation to have a defect notice cleared.

(2) A vehicle is exempt from the requirement to be registered if its registration has been suspended under regulation 114(a) and the vehicle is being used on a highway by a Licensed Vehicle Tester for the purpose of examination and testing.

(3) In this regulation—

direct or convenient route includes—

(a) the route to the nearest place at which the vehicle can be weighed or inspected for the purpose of obtaining registration; and

(b) the route from that place to the place of registration.

(4) A vehicle is not exempt under subregulation (1) from the requirement to be registered while the vehicle is being used on a highway for the purpose of—

(a) having the vehicle repaired; or
(b) obtaining a certificate of roadworthiness for the vehicle.

131 Exemption for vehicles temporarily in Victoria

A vehicle is exempt from the requirement to be registered if—

(a) the vehicle is in Victoria temporarily; and

(b) the vehicle is—

(i) registered in another State, a Territory or a foreign country; or

(ii) permitted to be used in accordance with a law in force in another State or a Territory relating to the use of unregistered vehicles (including a law relating to trade plates); and

(c) the vehicle is carrying, conspicuously displayed in the required way and condition, all number plates and labels that it is at that time required to carry—

(i) for a vehicle registered outside Victoria, in the State, Territory or country in which it is registered under the law of that State, Territory or country; or

(ii) for an unregistered vehicle permitted to be used in another State or a Territory, in that State or Territory under the law of that State or Territory; and

(d) for an unregistered vehicle permitted to be used in another State or a Territory, the vehicle is being used in accordance with any conditions of any permit or other authority that apply in that State or Territory, to the extent they are capable of being applied to the use of the vehicle outside that State or Territory.
132 Exemption of vehicle by Corporation

(1) The Corporation, by instrument, may exempt a vehicle from the requirement to be registered on the condition that the vehicle is not used on a highway other than to move directly across the highway from property on one side of the highway to property on the other side.

(2) A person driving a vehicle that has been exempted under subregulation (1) must carry the instrument of exemption.

Penalty: 5 penalty units.

(3) If the Corporation refuses to exempt a vehicle under subregulation (1), it must give the person who asked for the exemption written notice of the person's rights to an internal and external review of the refusal under Part 2.12 of Chapter 2.
PART 3.2—SHORT TERM UNREGISTERED VEHICLE PERMITS

133 Application for permit

(1) A person may apply to the Corporation for a short term unregistered vehicle permit.

(2) An application under this regulation must be accompanied by the relevant fee specified in item 11 of Schedule 5.

134 Decision about issuing permit

(1) The Corporation may issue a short term unregistered vehicle permit for a vehicle if—

(a) it would be unreasonable or impracticable to require the vehicle to be registered during the period for which the permit is sought; or

(b) the vehicle has been driven to a place for the purpose of obtaining registration and the Corporation has refused to register the vehicle.

(2) If the Corporation refuses to issue a short term unregistered vehicle permit, it must give the applicant for the permit written notice of the applicant's rights under Part 2.12 of Chapter 2 to an internal and external review of the decision.

135 Authorisation given by permit

A short term unregistered vehicle permit for a vehicle authorises the use of the vehicle on a highway or on particular roads or road-related areas, as specified in the permit.
136 Permit may be subject to conditions
A short term unregistered vehicle permit is subject to the following conditions—

(a) that the permit must be securely affixed to and displayed on the vehicle in the same position as a registration label for the vehicle would be required to be affixed under regulation 53;

(b) any other conditions specified in the permit.

137 Variation, revocation or expiry of permit
(1) The Corporation may—

(a) vary the conditions of a short term unregistered vehicle permit;

(b) alter the date specified in an unregistered short term vehicle permit as the expiry date;

(c) revoke a short term unregistered vehicle permit.

(2) The Corporation must give written notice to the holder of a short term unregistered vehicle permit if it takes an action under subregulation (1).

(3) A short term unregistered vehicle permit expires at the end of the day specified in the permit, unless it is sooner revoked.
PART 3.3—GENERAL IDENTIFICATION MARKS AND TRADE PLATES

Division 1—Preliminary

138 Definitions

In this Part—

*driving*, in relation to a trailer, means towing the trailer behind a motor vehicle and, for a boat trailer, includes towing the trailer with a boat on it;

*eligible person* means—

(a) a manufacturer of vehicles; or

(b) a dealer in vehicles; or

(c) a fleet owner; or

(d) a licensed tester; or

(e) a person or body of persons providing a service of inspecting and checking vehicles for mechanical condition and efficiency; or

(f) a person engaged in the business of altering, modifying, repairing or transporting vehicles before first registration;

*fleet owner* means an owner of more than 50 vehicles.

139 Interpretation

(1) For the purposes of section 7(1) of the Act, general identification marks and trade plates issued under this Part are registration permits.

(2) For the purposes of sections 16 and 80A of the Act, a trade plate is a number plate.
Division 2—Identification marks and trade plates

140 Application for identification mark and trade plates

(1) An eligible person may apply to the Corporation for the assignment of a general identification mark to the person.

(2) An application under subregulation (1) must—

(a) be in the approved form; and

(b) for a general identification mark relating to motor vehicles, be accompanied by any transport accident charge payable under the Transport Accident Act 1986 in respect of each trade plate for the period specified in the application.

141 Assignment of general identification mark and supply of trade plates

(1) On an application under regulation 140(1), the Corporation may—

(a) assign a general identification mark to the eligible person; and

(b) supply one or more trade plates bearing that mark to the person.

(2) The Corporation may limit the number of trade plates it supplies for a general identification mark.

(3) The Corporation must issue a certificate of assignment of a general identification mark to a person to whom a general identification mark has been assigned.

142 Annual fee for general identification mark and trade plates

(1) A person to whom a general identification mark has been assigned must pay the relevant fee specified in Schedule 5 annually to the Corporation for—
(a) the general identification mark; and
(b) each trade plate for the general identification mark.

(2) Payment of the annual fee under subregulation (1) must be accompanied by any applicable transport accident charge under the Transport Accident Act 1986.

143 Records to be kept

A person to whom a general identification mark has been assigned must—

(a) keep a record, for 7 years, in respect of each use of a vehicle on which the general identification mark is displayed—

(i) the name and address of each person who uses the vehicle;

(ii) the time, date and location of that use; and

(b) if required by a member of the police force or an authorised officer, produce the record for inspection.

144 Persons who cease to be eligible persons

(1) If the holder of a general identification mark ceases to be an eligible person, the holder must—

(a) notify the Corporation; and

(b) return to the Corporation all trade plates which have been issued to the person.

Penalty: 5 penalty units.

(2) The Corporation must cancel the general identification mark of a person who is not an eligible person.
(3) A member of the police force or an authorised officer may seize the trade plates attached to a vehicle if it appears that the general identification mark of the person to whom they were issued has been cancelled.

Division 3—Use of unregistered vehicles on a highway

145 Use of unregistered vehicles with trade plates

If a trade plate is attached to the rear of an unregistered vehicle in accordance with regulation 48(1) as if it were issued under regulation 45 and the vehicle were a registered vehicle, the vehicle may be used on a highway in accordance with this Division.

146 Use of unregistered vehicle on highway without trade plate

An unregistered vehicle may be used on a highway without having a trade plate attached to it if—

(a) the vehicle is being used—

   (i) on the premises of an eligible person; or

   (ii) immediately outside and within 25 metres of the perimeter of the premises of an eligible person on a highway that adjoins the premises; and

(b) at all times during the use there is a driver and no other person in the vehicle; and

(c) the vehicle is owned by the eligible person who for the time being is the assignee of a general identification mark and has been supplied with one or more trade plates under regulation 141(1); and
(d) the driver is employed by the vehicle's owner or by a person who is delivering the vehicle to the owner; and

(e) the vehicle is being moved to the owner's premises or from one part of the owner's premises to another part and is not being used for any other purpose.

147 Use of unregistered vehicle with trade plates by manufacturer or dealer

An eligible person who is a manufacturer of vehicles or a dealer, or a person acting on behalf of that eligible person, may use the vehicle on a highway with a trade plate attached to the rear of the vehicle—

(a) to drive the vehicle in the process of manufacture from place to place; or

(b) to drive the vehicle from the place of manufacture to the place where the vehicle will be offered for sale; or

(c) to test drive the vehicle; or

(d) to drive the vehicle to demonstrate its powers and qualities to a purchaser or prospective purchaser; or

(e) to drive the vehicle in the course of its delivery before or after sale; or

(f) to drive the vehicle to any premises to be repaired or modified, to drive it during the process of repair or modification or to drive it to return it to its owner after repair or modification.
148 Use of unregistered vehicle with trade plates by prospective purchaser

(1) This regulation applies if an eligible person is a dealer and—
   
   (a) the vehicle—
      
      (i) for a vehicle that has a GVM of more than 4.5 tonnes, has never been previously registered in Victoria or elsewhere; or
      
      (ii) for any other vehicle, has not been driven more than 1000 kilometres since its manufacture; or
      
   (b) the dealer has acquired a certificate of roadworthiness for the vehicle since the dealer acquired the vehicle.

(2) A prospective purchaser of a vehicle to which this regulation applies, may test drive the vehicle on a highway to assess its powers and qualities.

149 Use of unregistered vehicle with trade plates by fleet owner

If an eligible person is a fleet owner, the fleet owner or a person acting for the fleet owner may use the vehicle on a highway in the course of preparing it for registration, including in the course of testing or modifying the vehicle.

150 Use of unregistered vehicle with trade plates by certain eligible persons

(1) If an eligible person is a person referred to in paragraph (d) or (e) of the definition of eligible person in regulation 138, the eligible person or a person acting for the eligible person may use the vehicle on a highway—
   
   (a) to drive the vehicle from place to place to examine and test it; or
(b) to drive the vehicle in the process of examining and testing it; or
(c) to drive the vehicle in the course of collecting or returning it to its owner.

(2) If an eligible person is a person referred to in paragraph (f) of the definition of eligible person in regulation 138, the eligible person or a person acting for the eligible person may use the vehicle on a highway—
(a) to drive the vehicle to any premises to be altered, modified or repaired; or
(b) to drive it during the process of alteration, modification or repair; or
(c) to return it to its owner after alteration, modification or repair.

151 Unregistered vehicle with trade plates may be used to carry or tow another vehicle
(1) A vehicle being used in accordance with regulation 147, 148, 149 or 150 may carry or tow another vehicle.
(2) A vehicle being carried or towed under subregulation (1) does not need to have a separate trade plate attached to it.
PART 3.4—CLUB PERMITS

152 Club permit is a registration permit
For the purposes of section 7(1) of the Act, a club permit issued under this Part is a registration permit.

153 Application for club permit
(1) The Corporation may approve a motor vehicle club or association for the purposes of this Part by giving a notice in writing to the club secretary.

(2) A person who is a member of a motor vehicle club that is approved by the Corporation under subregulation (1) may apply for a club permit for a vehicle by giving to the Corporation—

(a) an application in the approved form; and

(b) written verification by the club secretary or another person authorised by the Corporation that the applicant is a member of the club; and

(c) the relevant fee specified in item 14 of Schedule 5; and

(d) any transport accident charge under the Transport Accident Act 1986 for the vehicle for the period of the permit applied for; and

(e) information satisfactory to the Corporation showing—

(i) the identity of the applicant and the vehicle; and

(ii) the age of the applicant and the vehicle; and
(iii) in the case of a classic or historic vehicle that is not a street rod, the vehicle is safe for use on the road; and

(iv) in the case of a street rod, the vehicle has been modified and the degree of modification.

154 Issue of club permit

(1) On receipt of an application under regulation 153, the Corporation may issue a club permit for—

(a) a veteran vehicle, being a vehicle manufactured before 1 January 1919; or

(b) a vintage vehicle, being a vehicle manufactured after 31 December 1918 and before 1 January 1931; or

(c) a classic and historic vehicle, being a vehicle manufactured after 31 December 1930 and more than 25 years before the date of the application; or

(d) a replica of a vehicle referred to in paragraph (a), (b) or (c).

(2) A club permit must—

(a) contain sufficient information to identify the vehicle; and

(b) specify the period for which the permit is valid; and

(c) contain the conditions to which the permit is subject.

(3) The Corporation may refuse to issue a club permit for a vehicle if it is not satisfied the vehicle is safe to use on a highway.
155 Duration and conditions of club permit

(1) A club permit is valid for 12 months from the date of issue, unless cancelled or suspended sooner.

(2) A club permit—

(a) must contain a condition that the vehicle must not be used on a highway other than—

(i) in connection with official activities organised by or under the auspices of a motor vehicle club or an association approved by Corporation for the purposes of this regulation; or

(ii) in connection with the preparation of the vehicle for activities referred to in subparagraph (i); and

(b) must contain a condition that the permit be carried in the vehicle at all times the vehicle is being used on a highway; and

(c) may contain any other conditions the Corporation considers necessary to secure the safe use of the vehicle on a highway.

156 Authorisation given by club permit

A club permit authorises the unregistered vehicle specified in the permit to be used on a highway during the period for which the permit is valid if the vehicle is used in accordance with the conditions to which the permit is subject.

157 Club permit number plates

(1) On the original issue of a club permit for a vehicle, the Corporation must give a number plate to the applicant.
(2) Regulation 48 applies to a number plate given to a person under subregulation (1) as if—
(a) the number plate were issued under regulation 45; and
(b) the vehicle were a registered vehicle.
CHAPTER 4—GENERAL MASS AND DIMENSION LIMITS AND OTHER REQUIREMENTS FOR VEHICLES

PART 4.1—GENERAL MASS LIMITS

158 Mass limits for vehicles

(1) The mass limit for a motor vehicle is the lowest of—

(a) the motor vehicle's GVM;

(b) the sum of the mass limits of the relevant axle groups and single axles fitted to the vehicle as set out in Table 1 in regulation 159;

(c) the mass limits relating to axle spacings calculated in accordance with regulation 160;

(d) the sum of the mass limits of the tyres calculated in accordance with regulation 159;

(e) the sum of the mass limits of the wheels calculated in accordance with regulation 159.

(2) The mass limit for a trailer is the trailer's GVM.

159 Mass limits for tyres, wheels and axles

(1) The mass limit for a wheel or axle is the limit set by the wheel's or axle's manufacturer.

(2) The mass limit for a tyre is the greatest load capacity determined for the tyre by the manufacturer at a cold inflation pressure that is not more than—

(a) 825 kilopascals for a radial ply tyre; or

(b) 700 kilopascals for any other tyre.
(3) The mass limit for an axle group or single axle described in column 1 of Table 1 in this regulation is the corresponding mass limit set out in column 2 of that Table.

(4) If an axle group described in column 1 of Table 1 in this regulation includes a retractable axle, the mass limit applies as if the retractable axle were not part of the axle group.

(5) Despite subregulation (4), a retractable axle is part of an axle group for the purposes of Table 1 if, when the axle group's mass limit is—

(a) in the case of a tandem axle group, greater than 6.5 tonnes; or

(b) in the case of a tri-axle group, greater than 13.0 tonnes—

the tyres on the axle are in contact with the ground and the load-sharing suspension system is operating on each axle (including the retractable axle) and tyre in the group.

(6) The sum of the mass limits for axle groups and single axles on a vehicle is—

(a) for a complying bus without a trailer—

(i) if the complying bus has 2 axles, 16 tonnes; or

(ii) if the complying bus has a rear tandem axle group fitted with single tyres on one axle and dual tyres on the other axle, 20 tonnes; or

(iii) if the complying bus has a rear tandem axle group fitted with dual tyres on both axles, 22.5 tonnes; and
(ab) for a low floor bus, 16 tonnes; and

(b) for a combination consisting of a complying bus and a trailer, or a low floor bus and a trailer, the sum of the mass limits specified for the bus in paragraph (a) or (ab) and the mass limits of the relevant axle groups and single axles of the trailer as set out in Table 1; and

(c) for any other vehicle, the sum of the mass limits of the relevant axle groups and single axles as set out in Table 1 to this regulation.

Table 1

<table>
<thead>
<tr>
<th>Item</th>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description of single axle or axle group</td>
<td>Mass limit</td>
<td></td>
</tr>
<tr>
<td><strong>Single axles and single axle groups</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single steer axle on—</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 a motor vehicle</td>
<td>6.0 tonnes</td>
<td></td>
</tr>
<tr>
<td>2 a complying bus</td>
<td>6.5 tonnes</td>
<td></td>
</tr>
<tr>
<td>Single axle or single axle group fitted with single tyres with a section width of—</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 less than 375 millimetres</td>
<td>6.0 tonnes</td>
<td></td>
</tr>
<tr>
<td>4 at least 375 millimetres but less than 450 millimetres</td>
<td>6.7 tonnes</td>
<td></td>
</tr>
<tr>
<td>5 at least 450 millimetres</td>
<td>7.0 tonnes</td>
<td></td>
</tr>
<tr>
<td>Single axle or single axle group fitted with dual tyres on—</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 a pig trailer</td>
<td>8.5 tonnes</td>
<td></td>
</tr>
<tr>
<td>7 a complying bus or a bus licensed to carry standing passengers</td>
<td>10.0 tonnes</td>
<td></td>
</tr>
<tr>
<td>7A rear axle on a low floor bus</td>
<td>11.0 tonnes</td>
<td></td>
</tr>
<tr>
<td>8 any other vehicle</td>
<td>9.0 tonnes</td>
<td></td>
</tr>
</tbody>
</table>
Chapter 4—General Mass and Dimension Limits and other Requirements for Vehicles

<table>
<thead>
<tr>
<th>Item</th>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Twinsteer axle group without a load-sharing suspension system</td>
<td>10·0 tonnes</td>
</tr>
<tr>
<td>10</td>
<td>Twinsteer axle group with a load-sharing suspension system</td>
<td>11·0 tonnes</td>
</tr>
<tr>
<td>11</td>
<td>Tandem axle group fitted with single tyres with a section width of—</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>less than 375 millimetres</td>
<td>11·0 tonnes</td>
</tr>
<tr>
<td>13</td>
<td>at least 375 millimetres but less than 450 millimetres</td>
<td>13·3 tonnes</td>
</tr>
<tr>
<td>14</td>
<td>at least 450 millimetres</td>
<td>14·0 tonnes</td>
</tr>
<tr>
<td>15</td>
<td>Tandem axle group fitted with single tyres on one axle and dual tyres on the other axle on—</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>a complying bus</td>
<td>14·0 tonnes</td>
</tr>
<tr>
<td>17</td>
<td>any other vehicle</td>
<td>13·0 tonnes</td>
</tr>
<tr>
<td>18</td>
<td>Tandem axle group fitted with dual tyres on—</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Tri-axle group on a vehicle fitted with single tyres with a section width of less than 375 millimetres on all axles, or single tyres on 1 or 2 axles and dual tyres on the other axle or axles</td>
<td>15·0 tonnes</td>
</tr>
<tr>
<td>20</td>
<td>Tri-axle group on a pig trailer with either single tyres with a section width of at least 375 millimetres, dual tyres on all axles, or a combination of those tyres</td>
<td>18·0 tonnes</td>
</tr>
</tbody>
</table>
### 160 Mass limits relating to axle spacing

1. For a vehicle, the mass limits in relation to the axle spacing distances set out in column 1 of Table 2 are the limits set out in column 2 of that Table opposite those distances.

2. As the case requires, each distance in column 1 of Table 2 refers to—
   1. the distance from the centre of any single axle to the centre line of any other single axle; or
   2. the distance from the centre line of any single axle to the centre line of the furthest axle in any axle group; or
   3. the greatest distance between the centre line of axles in any 2 axle groups.

3. The mass limits set out in column 2 of Table 2 apply to the sum of the mass on each axle group or single axle in the distance set out in column 1 of that Table, including the axles between which the distance is measured.

<table>
<thead>
<tr>
<th>Item</th>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>Tri-axle group, on a vehicle other than a pig trailer, with either single tyres with a section width of at least 375 millimetres, dual tyres, or a combination of those tyres</td>
<td>20.0 tonnes</td>
</tr>
<tr>
<td>22</td>
<td>Quad-axle group fitted with single tyres with a section width of less than 375 millimetres</td>
<td>15.0 tonnes</td>
</tr>
<tr>
<td>23</td>
<td>Quad-axle group fitted with single tyres with a section width of at least 375 millimetres or dual tyres</td>
<td>20.0 tonnes</td>
</tr>
</tbody>
</table>
(4) If the distance between any 2 axles that are not part of the same axle group is less than 2·5 metres, the total mass limit of the vehicle is 15 tonnes.

Table 2—Mass limits relating to axle spacing—general requirements

<table>
<thead>
<tr>
<th>Item</th>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Distance</td>
<td></td>
</tr>
<tr>
<td></td>
<td>exceeding</td>
<td>not exceeding</td>
</tr>
<tr>
<td>1</td>
<td>0 metres</td>
<td>3·7 metres</td>
</tr>
<tr>
<td>2</td>
<td>3·7 metres</td>
<td>3·8 metres</td>
</tr>
<tr>
<td>3</td>
<td>3·8 metres</td>
<td>4·0 metres</td>
</tr>
<tr>
<td>4</td>
<td>4·0 metres</td>
<td>4·2 metres</td>
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<tr>
<td>5</td>
<td>4·2 metres</td>
<td>4·3 metres</td>
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<tr>
<td>6</td>
<td>4·3 metres</td>
<td>4·5 metres</td>
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<tr>
<td>7</td>
<td>4·5 metres</td>
<td>4·7 metres</td>
</tr>
<tr>
<td>8</td>
<td>4·7 metres</td>
<td>4·8 metres</td>
</tr>
<tr>
<td>9</td>
<td>4·8 metres</td>
<td>5·0 metres</td>
</tr>
<tr>
<td>10</td>
<td>5·0 metres</td>
<td>5·2 metres</td>
</tr>
<tr>
<td>11</td>
<td>5·2 metres</td>
<td>5·3 metres</td>
</tr>
<tr>
<td>12</td>
<td>5·3 metres</td>
<td>5·5 metres</td>
</tr>
<tr>
<td>13</td>
<td>5·5 metres</td>
<td>5·7 metres</td>
</tr>
<tr>
<td>14</td>
<td>5·7 metres</td>
<td>5·8 metres</td>
</tr>
<tr>
<td>15</td>
<td>5·8 metres</td>
<td>6·0 metres</td>
</tr>
<tr>
<td>16</td>
<td>6·0 metres</td>
<td>6·2 metres</td>
</tr>
<tr>
<td>17</td>
<td>6·2 metres</td>
<td>6·3 metres</td>
</tr>
<tr>
<td>18</td>
<td>6·3 metres</td>
<td>6·5 metres</td>
</tr>
<tr>
<td>19</td>
<td>6·5 metres</td>
<td>6·7 metres</td>
</tr>
<tr>
<td>20</td>
<td>6·7 metres</td>
<td>6·8 metres</td>
</tr>
<tr>
<td>21</td>
<td>6·8 metres</td>
<td>7·0 metres</td>
</tr>
<tr>
<td>22</td>
<td>7·0 metres</td>
<td>7·2 metres</td>
</tr>
<tr>
<td>23</td>
<td>7·2 metres</td>
<td>7·3 metres</td>
</tr>
<tr>
<td>24</td>
<td>7·3 metres</td>
<td>7·5 metres</td>
</tr>
<tr>
<td>25</td>
<td>7·5 metres</td>
<td>7·7 metres</td>
</tr>
<tr>
<td>26</td>
<td>7·7 metres</td>
<td>7·8 metres</td>
</tr>
<tr>
<td>27</td>
<td>7·8 metres</td>
<td>8·0 metres</td>
</tr>
</tbody>
</table>
### Mass limits for combinations

The total mass limit for a combination is the lowest of the following—

(a) 42.5 tonnes;

(b) the mass limits relating to axle spacings calculated in accordance with Table 2 to regulation 160;

(c) the motor vehicle's GCM;

(d) the sum of the GVM of each vehicle in the combination except as provided in regulation 162;

(e) the sum of the mass limits of the relevant axle groups and single axles set out in Table 1 to regulation 159.

### Table 1

<table>
<thead>
<tr>
<th>Item</th>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Distance</td>
<td></td>
</tr>
<tr>
<td></td>
<td>exceeding</td>
<td>not exceeding</td>
</tr>
<tr>
<td>28</td>
<td>8.0 metres</td>
<td>8.2 metres</td>
</tr>
<tr>
<td>29</td>
<td>8.2 metres</td>
<td>8.3 metres</td>
</tr>
<tr>
<td>30</td>
<td>8.3 metres</td>
<td>8.5 metres</td>
</tr>
<tr>
<td>31</td>
<td>8.5 metres</td>
<td>8.7 metres</td>
</tr>
<tr>
<td>32</td>
<td>8.7 metres</td>
<td>8.8 metres</td>
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<td>33</td>
<td>8.8 metres</td>
<td>9.0 metres</td>
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<td>34</td>
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<td>35</td>
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<td>9.3 metres</td>
</tr>
<tr>
<td>36</td>
<td>9.3 metres</td>
<td>9.5 metres</td>
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<tr>
<td>37</td>
<td>9.5 metres</td>
<td>9.7 metres</td>
</tr>
<tr>
<td>38</td>
<td>9.7 metres</td>
<td>9.8 metres</td>
</tr>
<tr>
<td>39</td>
<td>9.8 metres</td>
<td>10.0 metres</td>
</tr>
<tr>
<td>40</td>
<td>10.0 metres</td>
<td>—</td>
</tr>
</tbody>
</table>
162 Mass limits for dog trailers and pig trailers

Except as provided in Schedule 9, the mass limit for a dog trailer or pig trailer is the lesser of—

(a) the mass of the towing vehicle; or

(b) the GVM of the dog trailer or pig trailer.

Example

A dog trailer is being towed by a motor vehicle which has a mass of 20 tonnes. The mass limit for the dog trailer is 20 tonnes.

Note

See clause 9 of Schedule 9 in relation to the mass limit for a 4 axle dog trailer.

163 Mass limit for trailers being towed by light motor vehicles

(1) The total mass limit for a trailer, including any load, being towed by a light motor vehicle is the lowest of the following—

(a) the capacity of the towing apparatus fitted to the motor vehicle;

(b) the maximum trailer mass specified by the light motor vehicle's manufacturer for trailers that may be towed by the light motor vehicle;

(c) the GVM of the trailer.

(2) If the manufacturer of a light motor vehicle has not specified a maximum trailer mass for trailers that may be towed by the light motor vehicle, or it cannot be identified, the following is to be taken to be the light motor vehicle manufacturer's limit for the purposes of subregulation (1)—

(a) if the trailer is fitted with brakes, one and half times the unladen mass of the motor vehicle; or
(b) if the trailer is not fitted with brakes, the unladen mass of the motor vehicle.
PART 4.2—GENERAL DIMENSION LIMITS

164 Maximum heights

(1) The maximum height for a vehicle other than a double-decker bus is 4·3 metres.

(2) The maximum height for a double-decker bus is 4·4 metres.

165 Maximum width for vehicles

The maximum width for a vehicle is 2·5 metres.

166 Maximum length for motor vehicles

(1) The maximum length for a motor vehicle other than an articulated bus is 12·5 metres.

(2) The maximum length for an articulated bus is 18 metres.

167 Maximum length for trailers

(1) The maximum distance between the point of articulation at the front and the rear overhang line for a semi-trailer or a dog trailer is 9·5 metres.

(2) If a semi-trailer or a dog trailer is used in a combination that consists of 2 or more trailers, the maximum distance between the point of articulation at the front of the trailer and the rear of the trailer is 12·3 metres.

(3) A projection forward of the point of articulation at the front of a semi-trailer must be contained within a radius of 1·9 metres from the point of articulation.

(4) If a semi-trailer has more than one point of articulation at the front, it must meet the requirements of subregulation (1) and, if applicable, subregulation (2), when measured at one of those points.
(5) The maximum length for a trailer built to carry cattle, sheep or pigs is 12.5 metres, excluding any drawbar.

(6) For the purposes of subregulation (5), the length of the trailer is to be measured from the inside of the front wall or door of the trailer to the inside of the rear wall or door of the trailer, with any intervening partitions to be disregarded.

(7) Despite subregulation (5), 14.6 metres is the maximum length for a semi-trailer built to carry cattle, sheep or pigs—

(a) that is being towed by a 3 axle prime mover; and

(b) that has—

(i) a tri-axle group; and

(ii) a maximum height of 3.9 metres; and

(iii) one deck to carry cattle or 2 decks to carry sheep or pigs.

168 Maximum length for combinations

The maximum length for a combination is 19 metres.

169 Rear overhang

(1) The maximum rear overhang for a semi-trailer or a dog trailer is the lesser of—

(a) 60% of the distance between the point of articulation at the front and the rear overhang line; and

(b) 3.7 metres.

(2) A semi-trailer with more than one point of articulation at the front must comply with subregulation (1) when measured at the same point that is used for measurement of compliance with regulation 167(4).
(3) The maximum rear overhang for a trailer with only one axle group or single axle, other than a semi-trailer, is the lesser of—

(a) the length of the load carrying area, or body, ahead of the rear overhang line; and

(b) 3.7 metres.

(4) The maximum rear overhang for a vehicle not referred to in subregulation (1) or (3) is the lesser of—

(a) 60% of the distance between the centre of the front axle and the rear overhang line; and

(b) 3.7 metres.

(5) The maximum distance, measured at right angles, between the rear overhang line for a trailer carrying vehicles on more than one deck and the rear of the rearmost vehicle on that trailer is 4.9 metres.

170 Trailer drawbar lengths

(1) The maximum distance between the coupling pivot point on the drawbar of a dog trailer and the centre line of the front axle group or the centre line of the front single axle of the trailer is 5 metres.

(2) Despite subregulation (1), for dog trailers used in road trains that are more than 19 metres long, the minimum distance between the coupling pivot point on the drawbar of a dog trailer and the centre line of the front axle group or the centre line of the front single axle of the trailer is 3 metres.
(3) The maximum distance between the coupling pivot point on a drawbar and the centre line of the axle group or single axle on a trailer with only one axle group or single axle, other than a semi-trailer, is 8.5 metres.

171 Ground clearance

The minimum ground clearance for a vehicle is—

(a) at least 100 millimetres at any point within 1 metre of an axle; and

(b) at least one-thirtieth of the distance between the centres of adjacent axles at the mid-point between them; and

(c) at any other point, the least distance that allows the vehicle or combination to pass over a peak in the road, the gradient on either side of which is 1:15, when—

(i) the wheels of one axle of the vehicle or combination are on the slope on one side of the peak; and

(ii) the wheels of the next axle are on the slope on the other side.

172 Front and side projections

(1) The limit for a load's projection from the outermost part of either side of a vehicle is 150 millimetres.

(2) The limit for a load's projection from the front of a motor vehicle is 1.2 metres.
PART 4.3—OTHER REQUIREMENTS

173 Warning signals for certain rear projections

(1) The rear of a load on a vehicle must carry a warning signal if the load—

(a) projects more than 1.2 metres behind the vehicle; or

(b) projects to the rear of the vehicle so that the end of the load cannot be seen easily from behind; or

(c) is on a pole-type trailer.

(2) The warning signal must be—

(a) in daytime, a brightly coloured flag or piece of material, with each side at least 300 millimetres long; and

(b) at night, a red light that can be seen for at least 200 metres.
PART 4.4—OFFENCES AND EXEMPTIONS

174 Offence to use on a highway a vehicle that does not comply with a relevant dimension limit

(1) A driver of a vehicle must not use a vehicle on a highway if the vehicle does not comply with a relevant dimension limit set out in regulation 167(1), 167(2), 167(3), 167(4), 169, 170, 171 or 172(2).

Penalty: 10 penalty units.

(2) The registered operator of a vehicle must take reasonable steps to ensure that the vehicle is not used on a highway if the vehicle does not comply with a relevant dimension limit set out in regulation 167(1), 167(2), 167(3), 167(4), 169, 170, 171 or 172(2).

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.

(3) A person other than a person referred to in subregulation (1) or (2), must not cause or permit a vehicle that does not comply with a relevant dimension limit set out in regulation 167(1), 167(2), 167(3), 167(4), 169, 170, 171 or 172(2) to be used on a highway.

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.

(4) Subregulations (1), (2) and (3) do not apply to a class 1 vehicle, a class 2 vehicle or a class 3 vehicle.
175 Offence to use on a highway a vehicle that does not comply with regulation 173

(1) A driver of a vehicle must not use a vehicle on a highway if the vehicle does not comply with a requirement set out in regulation 173(1) or 173(2).

Penalty: 10 penalty units.

(2) The registered operator of a vehicle must take reasonable steps to ensure that the vehicle is not used on a highway if the vehicle does not comply with a requirement set out in regulation 173(1) or 173(2).

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.

(3) A person other than a person referred to in subregulation (1) or (2), must not cause or permit a vehicle that does not comply with a requirement set out in regulation 173(1) or (2) to be used on a highway.

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.

(4) Subregulations (1), (2) and (3) do not apply to a class 1 vehicle, class 2 vehicle or class 3 vehicle.

176 Mass and dimension limits do not apply to certain exempt vehicles

A mass limit, width limit, length limit or height limit set out in Schedule 7, 8 or 9 does not apply to a vehicle if—

(a) the vehicle is exempt from compliance with the limit as a result of a notice published, or permit issued, under Chapter 5; and
(b) the vehicle is being used in accordance with the notice or permit.
CHAPTER 5—MASS AND DIMENSION LIMITS 
AND OTHER REQUIREMENTS FOR CLASS 1, 
CLASS 2 AND CLASS 3 VEHICLES

PART 5.1—CLASS 1 VEHICLES

Division 1—Interpretation

Class 1 vehicle

(1) A class 1 vehicle is any of the following that is not 
a class 2 vehicle or class 3 vehicle—

(a) an agricultural vehicle or agricultural 
combination with a mass or dimension that 
exceeds a relevant mass or dimension limit 
set out in Chapter 4;

(b) a special purpose vehicle with a mass or 
dimension that exceeds a relevant mass or 
dimension limit set out in Chapter 4;

(c) a vehicle carrying a large indivisible item 
other than a freight container;

(d) an unladen vehicle that is specially designed 
to carry a large indivisible item other than a 
freight container;

(e) an agricultural trailer.

(2) Schedule 7 has effect.

Note

Freight container is defined in section 3 of the Road Safety Act 
1986.
Division 2—Class 1 notices

178 Exemption from Schedule 7 by class 1 notice

(1) The Corporation, by a notice published in the Government Gazette, may exempt a category of class 1 vehicles from any of the following requirements set out in Schedule 7—

(a) a mass or dimension limit, other than a limit that relates to a GVM, a GCM or a manufacturer's limit; or

(b) any other requirement.

(2) A class 1 notice under subregulation (1) may contain any conditions the Corporation thinks fit.

179 Contents of class 1 notices

A class 1 notice must specify—

(a) the category of class 1 vehicles to which it applies; and

(b) the provisions of Schedule 7 from which the category of class 1 vehicles is exempt; and

(c) any conditions under which the exemption is given; and

(d) the period for which the exemption is to be in force, being not more than 5 years.

Division 3—Class 1 permits

180 Exemption from Schedule 7 by class 1 permit

(1) The Corporation may issue a permit that exempts one or more class 1 vehicles from any of the following requirements set out in Schedule 7—

(a) a mass or dimension limit other than a limit that relates to a GVM, a GCM or a manufacturer's limit;

(b) any other requirement.
(2) A class 1 permit may be issued under subregulation (1) for more than one motor vehicle that is a class 1 vehicle only if the motor vehicles are registered in the name of the same registered operator.

(3) A class 1 permit may exempt a combination consisting of more than one prime mover or hauling unit from compliance with the individual GCM of a prime mover or hauling unit on the condition that the sum of the individual GCMs is not exceeded.

(4) A class 1 permit may contain any conditions the Corporation thinks fit.

(5) Conditions imposed under subregulation (4) may include conditions designed to secure payment for—

(a) any damage or road wear caused by the vehicle when being used pursuant to the permit; and

(b) any road work or other work required to allow the vehicle to use the roads specified in the permit.

(6) An application for a permit must be in the form approved by the Corporation under regulation 11, and be accompanied by the relevant fee set out in item 15 of Schedule 5.

(7) The Corporation may require that an application for a permit is submitted with—

(a) a report and survey of the route;

(b) an inspection and report on structures and other obstructions on the proposed route;

(c) a report on proposed safety measures and traffic management measures;
(d) details of the proposed escort of the oversize or overmass vehicle, complying with the relevant provisions of Part 5 of Schedule 7.

181 Contents of class 1 permits

A class 1 permit must specify—

(a) the class 1 vehicle or vehicles to which it applies; and

(b) the name and address of the registered operator of each class 1 vehicle that is a motor vehicle to which it applies; and

(c) the registration number of each class 1 vehicle that is a motor vehicle to which it applies; and

(d) the requirements of Schedule 7 from which the exemption is given; and

(e) any conditions to which the exemption permit may be subject to; and

(f) the period, not more than 12 months, for which the permit is to be in force.

Division 4—Offences

182 Offence to fail to comply with a relevant requirement of Schedule 7

(1) A driver must not use a class 1 vehicle on a highway in contravention of a requirement set out in Schedule 7 (other than a relevant mass limit, width limit, length limit or height limit) unless the vehicle is used in accordance with a class 1 notice or class 1 permit.

Penalty: 20 penalty units.

(2) The registered operator of a class 1 vehicle must take reasonable steps to ensure that the vehicle is not used on a highway if it does not comply with a
requirement set out in Schedule 7 (other than a relevant mass limit, width limit, length limit or height limit) unless the vehicle is used in accordance with a class 1 notice or class 1 permit.

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.

(3) A person (other than a person referred to in subregulation (1) or (2)) must not cause or permit a class 1 vehicle to be used on a highway in contravention of a requirement set out in Schedule 7 (other than a relevant mass limit, width limit, length limit or height limit) unless the vehicle is being used in accordance with a class 1 notice or class 1 permit.

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.

183 Offences for failing to comply with certain pilot vehicle requirements

(1) A person must not use on a highway a class 1 vehicle that is accompanied by a pilot vehicle—

(a) if the highway is in an area, or on a route, where the class 1 vehicle is not permitted to be used under Schedule 7, a class 1 notice or class 1 permit; or

(b) at a time at which the class 1 vehicle is not permitted to be used on that highway under a class 1 notice or class 1 permit; or

(c) if the class 1 vehicle exceeds a dimension limit under Schedule 7.

Penalty: 10 penalty units.
(2) A person must not drive on a highway a pilot vehicle that is accompanying a class 1 vehicle—

(a) if the highway is in an area, or on a route, where the class 1 vehicle is not permitted to be used under Schedule 7, a class 1 notice or class 1 permit; or

(b) at a time at which the class 1 vehicle is not permitted to be used on that highway under a class 1 notice or class 1 permit; or

(c) if the class 1 vehicle exceeds a dimension limit under Schedule 7.

Penalty: 10 penalty units.

(3) The registered operator of a class 1 vehicle must take reasonable steps to ensure that the class 1 vehicle is not used on highway while the class 1 vehicle is accompanied by a pilot vehicle—

(a) in an area, or on a route, on which the class 1 vehicle is not permitted to be used under Schedule 7, a class 1 notice or class 1 permit; or

(b) at a time at which the class 1 vehicle is not permitted to be used on that highway under a class 1 notice or class 1 permit; or

(c) if the class 1 vehicle exceeds a dimension limit under Schedule 7.

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.
184 Offences for failing to comply with number of pilot vehicles required

(1) A person must not use on a highway a class 1 vehicle unless it is accompanied by no less than the required number of pilot vehicles under Schedule 7, a class 1 notice or class 1 permit.

Penalty: 10 penalty units.

(2) A person must not drive on a highway a pilot vehicle accompanying a class 1 vehicle unless the class 1 vehicle is accompanied by no less than the required number of pilot vehicles under Schedule 7, a class 1 notice or class 1 permit.

Penalty: 10 penalty units.

(3) The registered operator of a class 1 vehicle must take reasonable steps to ensure that the class 1 vehicle is not used on a highway while being accompanied by less pilot vehicles than are required under Schedule 7, a class 1 notice or class 1 permit.

Penalty: In the case of a body corporate, 50 penalty units.

          In any other case, 10 penalty units.

185 Offences for failing to comply with pilot vehicle requirements contained in Part 5 of Schedule 7

(1) A person must not drive a pilot vehicle on a highway while accompanying a class 1 vehicle unless that person complies with the relevant requirements set out in Part 5 of Schedule 7.

Penalty: 10 penalty units.

(2) The registered operator of a class 1 vehicle that is accompanied by a pilot vehicle must take reasonable steps to ensure that a person driving the pilot vehicle does not fail to comply with a
relevant requirement set out in Part 5 of Schedule 7.

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.

186 Failure of escort vehicle to comply with a relevant requirement set out in Schedule 7

(1) A driver of an escort vehicle, when accompanying a class 1 vehicle on a highway, must comply with the relevant requirements in Part 5 of Schedule 7.

Penalty: 10 penalty units.

(2) The registered operator of a class 1 vehicle that is accompanied by an escort vehicle must take reasonable steps to ensure that a person driving the escort vehicle does not fail to comply with a relevant requirement in Part 5 of Schedule 7.

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.

(3) Subregulations (1) and (2) do not apply to an authorised officer or a member of the police force.
PART 5.2—CLASS 2 VEHICLES

Division 1—Interpretation

187 Class 2 vehicles

(1) A class 2 vehicle is any of the following, other than a vehicle that is a class 3 vehicle—

(a) a B-double;
(b) a road train;
(c) a controlled access bus;
(d) a vehicle carrying other vehicles on more than one deck that, together with its load, meets one or both of the following criteria—
   (i) its height is more than 4·3 metres;
   (ii) its length is more than 19 metres;
(e) a vehicle that is more than 4·3 metres in height and is built to carry cattle, pigs or sheep.

(2) Schedule 8 has effect.

Division 2—Class 2 notices

188 Exemption from Schedule 8 by class 2 notice

(1) The Corporation, by a notice published in the Government Gazette, may exempt a category of class 2 vehicles from any of the following requirements set out in Schedule 8—

(a) a mass or dimension limit, other than a limit that relates to a GVM, or a GCM or a manufacturer's limit;
(b) any other requirement.

(2) A class 2 notice may contain any conditions the Corporation thinks fit.
189 Contents of class 2 notices

A class 2 notice must specify—

(a) the category of class 2 vehicles to which it applies; and

(b) the provisions of Schedule 8 from what the category of class 2 vehicles is exempt; and

(c) any conditions under which the exemption is given; and

(d) the period, not more than 5 years, for which the exemption is to be in force.

Division 3—Class 2 permits

190 Exemption from Schedule 8 by class 2 permit

(1) The Corporation may issue a permit that exempts one or more class 2 vehicles from any of the following set out in Schedule 8—

(a) a mass or dimension limit other than a limit that relates to a GVM, a GCM or a manufacturer's limit; or

(b) any other requirement.

(2) A class 2 permit may be issued for more than one motor vehicle that is a class 2 vehicle only if the motor vehicles are registered in the name of the same registered operator.

(3) A permit may contain any conditions the Corporation thinks fit.

(4) Conditions imposed under subregulation (3) may include conditions designed to secure payment for—

(a) any damage or road wear caused by the vehicle when being used pursuant to the permit; and
(b) any road work or other work required to allow the vehicle to use the roads specified in the permit.

(5) An application for a permit must be—

(a) in the approved form; and

(b) accompanied by the relevant fee specified in item 16 of Schedule 5.

191 Contents of class 2 permits

A class 2 permit must specify—

(a) the class 2 vehicle or vehicles to which it applies; and

(b) the name and address of the registered operator of each class 2 vehicle that is a motor vehicle to which it applies; and

(c) the registration number of each class 2 vehicle that is a motor vehicle to which it applies; and

(d) the provisions of Schedule 8 from which the exemption is given; and

(e) any conditions under which the exemption is given; and

(f) the period, not more than 12 months, for which the permit is to be in force.

192 Offence to fail to comply with relevant requirement of permit

(1) A driver of a class 2 vehicle must not use the vehicle on a highway in contravention of a relevant requirement set out in Schedule 8 (other than a relevant mass limit, width limit, length limit or height limit) unless the vehicle is being used in accordance with a class 2 notice or a class 2 permit.

Penalty: 10 penalty units.
(2) The registered operator of a class 2 vehicle must take reasonable steps to ensure that the vehicle is not used on a highway in contravention of a relevant requirement set out in Schedule 8 (other than a relevant mass limit, width limit, length limit or height limit) unless the vehicle is being used in accordance with a class 2 notice or a class 2 permit.

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.

(3) A person other than a person referred to in subregulation (1) or (2), must not cause or permit a class 2 vehicle to be used on a highway in contravention of a relevant requirement set out in Schedule 8 (other than a relevant mass limit, width limit, length limit or height limit) unless the vehicle is being used in accordance with a class 2 notice or a class 2 permit.

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.
PART 5.3—CLASS 3 VEHICLES

Division 1—Interpretation

193 Class 3 vehicle

(1) A class 3 vehicle is—

(a) a motor vehicle and 3 axle dog trailer combination; or

(b) a motor vehicle and 4 axle dog trailer combination; or

(c) a B-double with enclosed semi-trailers whose height is more than 4.3 metres; or

(d) a prime mover and semi-trailer combination with an enclosed semi-trailer whose height is more than 4.3 metres; or

(e) a vehicle that—

(i) carries a load of baled hay; and

(ii) is more than 2.5 metres in width or 4.3 metres in height; or

(f) a container vehicle; or

(g) a semi-trailer that is designed and built for the control of temperature through the use of refrigeration equipment; or

(h) a 3 axle rearloader waste vehicle fitted with a bin lifting mechanism.
Chapter 5—Mass and Dimension Limits and other Requirements for Class 1, Class 2 and Class 3 Vehicles

(2) The Corporation, by notice published in the Government Gazette, may declare a category of vehicles to be class 3 vehicles.

(3) Schedule 9 has effect.

Division 2—Class 3 notices

194 Exemption from Schedule 9 by class 3 notice

(1) The Corporation may, by a notice published in the Government Gazette, exempt a category of class 3 vehicles from any of the following requirements set out in Schedule 9—

(a) a mass or dimension limit, other than a limit that relates to a GVM, GCM or a manufacturer's limit; or

(b) any other requirement.

(2) A class 3 notice may contain any conditions the Corporation thinks fit.

195 Contents of class 3 notices

A class 3 notice must specify—

(a) the category of class 3 vehicles to which it applies; and

(b) the provisions of Schedule 9 from which that category of class 3 vehicles is exempt; and

(c) any conditions under which the exemption is given; and

(d) the period, not more than 5 years, for which the exemption is to be in force.
Division 3—Class 3 permits

196 Exemption from Schedule 9 by class 3 permit

(1) The Corporation may issue a permit that exempts one or more class 3 vehicles from any of the following requirements set out in Schedule 9—

(a) a mass or dimension limit, other than a limit that relates to GVM, GCM or a manufacturer's limit; or

(b) any other requirement.

(2) A class 3 permit may be issued for more than one motor vehicle that is a class 3 vehicle only if the motor vehicles are registered in the name of the same registered operator.

(3) A permit may contain any conditions the Corporation thinks fit.

(4) Conditions imposed under subregulation (3) may include conditions designed to secure payment for—

(a) any damage or road wear caused by the vehicle when being used pursuant to the permit; and

(b) any road work or other work required to allow the vehicle to use the roads specified in the permit.

(5) An application for a permit must be—

(a) in the approved form; and

(b) accompanied by the relevant fee specified in item 17 of Schedule 5.


197 Contents of class 3 permits

A class 3 permit must specify—

(a) the class 3 vehicle or vehicles to which it applies; and

(b) the name and address of the registered operator of each class 3 vehicle that is a motor vehicle to which it applies; and

(c) the registration number of each class 3 vehicle to which it applies; and

(d) the provisions of Schedule 9 from which the exemption is given; and

(e) any conditions under which the exemption is given; and

(f) the period, not more than 12 months, for which the permit is to be in force.

198 Offence to fail to comply with relevant requirement of Schedule 9

(1) A driver of a vehicle must not use on a highway a class 3 vehicle if it does not comply with a relevant requirement set out in Schedule 9 (other than a relevant mass, width, length or height limit).

Penalty: 10 penalty units.

(2) The registered operator of a class 3 vehicle must take reasonable steps to ensure that the vehicle is not used on a highway if the vehicle does not comply with a relevant requirement set out in Schedule 9 (other than a relevant mass, width, length or height limit).

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.
(3) A person other than a person referred to in subregulation (1) or (2), must not cause or permit a class 3 vehicle to be used on a highway if it does not comply with a relevant requirement set out in Schedule 9 (other than a relevant mass, width, length or height limit).

Penalty: In the case of a body corporate,
50 penalty units.

In any other case, 10 penalty units.

(4) If a vehicle is being used in accordance with a class 3 notice or a class 3 permit, subregulations (1), (2) and (3) do not apply.
CHAPTER 6—TESTING AND REPAIR OF VEHICLES

PART 6.1—LICENSING OF TESTERS

199 Corporation may license persons and approve premises for examining and testing vehicles

The Corporation may, in accordance with this Chapter—

(a) license persons to examine and test vehicles at specified premises; and

(b) approve additional or replacement premises for the examining and testing of vehicles.

200 Application for licence or approval

An application for the issue of a tester's licence or the approval of additional or replacement premises must be—

(a) made in the approved form; and

(b) accompanied by the relevant fee specified in item 18 of Schedule 5.

201 Corporation may issue licence

(1) The Corporation may issue a tester's licence to an applicant if the Corporation is satisfied—

(a) the applicant is a fit and proper person to hold a tester's licence; and

(b) the applicant's premises are suitable and equipped to carry out examinations and tests in accordance with this Chapter; and

(c) the applicant, or an employee of the applicant, is qualified to carry out examinations and tests in accordance with this Chapter; and
(d) the applicant and any employee of the applicant involved in roadworthiness testing or issuing certificates have completed any training reasonably required by the Corporation.

(2) A licence issued in accordance with subregulation (1) is only valid for the purposes of authorising the applicant or an employee of the applicant to carry out examinations or tests in accordance with this Chapter.

202 Approval of additional or replacement premises

The Corporation may approve additional or replacement premises for examining and testing vehicles if the Corporation is satisfied the premises are suitable and equipped to carry out examinations and tests in accordance with this Chapter.

203 Duration of tester's licence

A tester's licence is valid for a period of 12 months unless it is sooner cancelled, suspended or surrendered.

204 Tester's licence may be subject to conditions

(1) A tester's licence may be issued subject to the conditions, limitations and restrictions the Corporation thinks fit.

(2) Without limiting subregulation (1), a condition, limitation or restriction may relate to the classes of vehicles the licensed tester may examine and test.

205 Tester's licence may be for more than one premises

A tester's licence may be issued to a person who operates at more than one premises if each premises complies with the requirements of regulation 201(1)(b).
206 Renewal of licence

(1) A licensed tester may apply to the Corporation for renewal of the tester's licence.

(2) An application for renewal must be—

   (a) in the approved form; and

   (b) accompanied by the relevant fee specified in item 19 of Schedule 5.

207 Corporation to keep register of licensed testers

(1) The Corporation must keep a register of licensed testers.

(2) The Corporation must record in the register for each tester—

   (a) the premises where the tester is licensed to carry out examinations and test; and

   (b) the classes of vehicles the tester may examine and test.

208 Duplicate tester's licence

The Corporation must issue a duplicate tester's licence to a tester on payment by the tester of the relevant fee specified in item 20 of Schedule 5 if—

   (a) the tester's licence is damaged or defaced and the tester produces it to the Corporation; or

   (b) the Corporation is satisfied the tester's licence is lost or destroyed.

209 Tester's licence not transferable

A tester's licence is not transferable.
PART 6.2—SUPERVISION OF TESTERS

210 Failure to pay renewal fee

If a tester's licence is not renewed after 12 months the Corporation may give the registered operator a written notice stating—

(a) that the licence has not been renewed after 12 months; and

(b) that, if the licence is not renewed before a specified date, the licence will be cancelled from that date.

211 Suspension and cancellation of tester's licence

(1) Before the Corporation suspends or cancels a tester’s licence under section 15A(1) of the Act, the Corporation must give the licensed tester a written notice that—

(a) sets out the grounds for the suspension or cancellation; and

(b) informs the tester that he or she may make written submissions in response to the notice as to why the licence should not be suspended or cancelled; and

(c) informs the tester that any response should be given within 21 days.

(2) The Corporation must consider any submissions provided under subregulation (1)(b) in making a decision on whether to suspend or cancel a tester's licence.

(3) If, after the Corporation has given the licensed tester the opportunity to make written submissions as to why the tester’s licence should not be suspended or cancelled, the Corporation suspends or cancels the licence, the Corporation must give the tester a written notice that sets out the period
of the suspension or that the licence has been
cancelled and the period for which the tester is
disqualified from reapplying for a tester's licence.

212 **Failure to comply with notice**

If a tester fails to comply with a notice under
regulation 210, the tester's licence is cancelled
from the date specified in the notice.

213 **Action on expiry, surrender, suspension or
cancellation of tester's licence**

(1) If the licence of a person to whom a tester's
licence was issued—

(a) expires without renewal; or

(b) is surrendered by the person; or

(c) is suspended or cancelled—

the person must, if required by the Corporation or
an authorised officer, return all books, unused
forms and documents given to the person by the
Corporation for the licence.

Penalty: 2 penalty units.

(2) If a person returns books, unused forms and
documents in accordance with a request under
subregulation (1), the Corporation must refund the
fee paid by the person for each unused certificate
of roadworthiness and test report form returned.
PART 6.3—STANDARDS OF EQUIPMENT AND QUALIFICATIONS OF PERSONS EMPLOYED IN TESTING

214 Equipment to be used in examining and testing vehicles

A licensed tester must comply with any directions given by the Corporation or an authorised officer to the tester in relation to the equipment used for examining and testing vehicles.

Penalty: 2 penalty units.

215 Qualifications of persons employed in testing

(1) A person must not examine and test a vehicle unless the person—

(a) holds a certificate as a motor mechanic, at a level specified by the Corporation, issued by a body approved by the Corporation; or

(b) is a motor mechanic with at least 7 years of trade experience of a type which is recognised by the Corporation.

(2) The Corporation may recognise a type of trade experience for the purposes of subregulation (1) by—

(a) publishing a notice on its internet website; or

(b) sending written notice to the person.

(3) If a person who holds qualifications referred to in subregulation (1) does not perform work of a reasonable standard in examining and testing a vehicle, the Corporation, by written notice given to the person, may prohibit the person from examining and testing, or assisting in examining and testing, vehicles.
(4) Within one month after being given the notice, a person prohibited by a notice under subregulation (3) may apply to VCAT for a review of the Corporation's decision to prohibit the person from examining and testing, or assisting in examining and testing, vehicles.

216 Proof of qualifications

When asked to do so by an authorised officer, a licensed tester must produce evidence that the tester or a person employed or apparently employed by the tester to examine and test vehicles is qualified as required by regulation 215(1).
PART 6.4—DUTIES OF LICENSED TESTERS

217 Display of signs

(1) If required by the Corporation, a licensed tester must display at the tester's premises a sign, approved or provided by the Corporation, indicating the tester is a licensed tester.

Penalty: 2 penalty units.

(2) A person must not wholly or partly obscure a sign displayed under subregulation (1).

Penalty: 2 penalty units.

(3) A person must not alter or deface a sign displayed under subregulation (1).

Penalty: 2 penalty units.

(4) A person who is not a licensed tester must not, by displaying a sign or otherwise, indicate the person is a licensed tester.

Penalty: 5 penalty units.

218 General duties of licensed tester

(1) A licensed tester must provide and maintain in a fully serviceable condition all the equipment and facilities required to examine and test vehicles in accordance with this Chapter.

Penalty: 5 penalty units.

(2) A licensed tester must ensure that vehicles the tester is licensed to examine and test and that are presented for examination and testing are examined and tested by a person qualified in accordance with regulation 215(1).

Penalty: 5 penalty units.
(3) A licensed tester must give efficient service to any person presenting a vehicle for examination and testing within the limits of the tester's licence and, if asked by the person, produce evidence of being a licensed tester.

Penalty: 5 penalty units.

(4) A licensed tester must supervise the work of a person employed or authorised by a licensed tester to examine and test vehicles and ensure those persons properly discharge their duties under this Chapter.

Penalty: 5 penalty units.

(5) A licensed tester must ensure the provisions of this Chapter relating to certificates of roadworthiness and test reports are observed.

Penalty: 5 penalty units.

(6) A licensed tester must issue a certificate of roadworthiness for any vehicle examined and tested on the tester's premises for which no cause of rejection has been disclosed—

(a) during an examination and test of the vehicle; or

(b) if 2 examinations and test of the vehicle are carried out within 7 days, during a second examination and test.

Penalty: 5 penalty units.

(7) A licensed tester must give the Corporation prompt written notice of any change of the trade name, location or proprietorship of the tester's business.

Penalty: 5 penalty units.
219 Duty of licensed tester to keep records

(1) A licensed tester must keep records of all tests and examinations.
Penalty: 5 penalty units.

(2) Upon request by the Corporation, a licensed tester must provide the records kept under subregulation (1).
Penalty: 5 penalty units.

(3) A licensed tester must, before starting to examine and test a vehicle, record on a certificate of roadworthiness form and a test report—
   (a) the date of the first examination and test; and
   (b) the name and address of the person presenting the vehicle; and
   (c) any registration number of the vehicle; and
   (d) the make and type of the vehicle; and
   (e) the engine and vehicle identification number of the vehicle (if any).
Penalty: 5 penalty units.

(4) A licensed tester must keep separate records on and for each premises used by the tester to examine and test vehicles that specify—
   (a) persons employed or authorised by a licensed tester to examine and test vehicles on those premises; and
   (b) the qualifications of each of those persons; and
   (c) the vehicles examined and tested on the premises; and
   (d) persons who examined and tested each vehicle; and
(e) the vehicles for which certificates of roadworthiness were issued.

Penalty: 5 penalty units.

(5) A licensed tester must, if a person who has presented a vehicle for examination and testing withdraws it before completion, issue a test report to the applicant stating the test is incomplete and record in a book kept for the purpose—

(a) the serial number of the test report; and

(b) the applicant's name and address; and

(c) any registration number of the vehicle; and

(d) the make and type of the vehicle; and

(e) the engine and vehicle identification number of the vehicle (if any).

Penalty: 5 penalty units.

(6) A licensed tester must keep each book of duplicate copies of certificates of roadworthiness and test reports for 7 years after the issue of the last certificate in the book.

Penalty: 5 penalty units.

220 Corporation may give directions about examining and testing of vehicles

(1) The Corporation may, from time to time, give written directions to a licensed tester as to the standards vehicles must meet to obtain certificates of roadworthiness.

(2) A licensed tester must ensure that a vehicle examined and tested by the tester or a person employed or authorised by the tester is examined and tested in accordance with any directions given to the tester under subregulation (1).

Penalty: 5 penalty units.
(3) A licensed tester must ensure that the results of an examination and test of a vehicle are entered on the test report relating to the vehicle in accordance with this Part.

Penalty: 5 penalty units.

221 First and second examination and test

(1) If no cause for rejection of a vehicle is disclosed at a first examination and test, the licensed tester or a person employed or authorised by the licensed tester must, on the day of the examination and test, complete the certificate of roadworthiness for the vehicle in accordance with regulation 223.

Penalty: 2 penalty units.

(2) If no cause for rejection of a vehicle is disclosed at a first examination and test, the licensed tester or a person employed or authorised by the licensed tester must, on the day of the examination and test, issue a test report and certificate of roadworthiness to the applicant.

Penalty: 2 penalty units.

(3) If a cause for rejection of a vehicle is disclosed at a first examination and test, the licensed tester or a person authorised by the licensed tester must—

(a) give a copy of the test report to the person on the day of the examination and test; and

(b) if the vehicle is returned to the licensed tester within 7 days of the first examination and test, ensure that a second examination and test is made of each item rejected in the first examination and test.

Penalty: 2 penalty units.
(4) If a second examination and test is made under subregulation (3), the licensed tester must ensure that the result of the second examination and test is entered in a panel to the right of each item on the test report in accordance with regulation 222.

Penalty: 2 penalty units.

(5) If no cause for rejection is disclosed at a second examination and test, the licensed tester or a person employed or authorised by the licensed tester must, on the day of the examination and test—

(a) complete the certificate of roadworthiness in accordance with regulation 223; and

(b) issue a test report and certificate of roadworthiness to the applicant.

Penalty: 2 penalty units.

(6) If a cause for rejection is disclosed at a second examination and test, the licensed tester or a person employed or authorised by the licensed tester must, on the day of the examination and test issue a test report and give a copy of the test report to the person presenting the vehicle for examination and testing.

Penalty: 2 penalty units.

(7) An item passed on a first examination and testing of a vehicle is to be regarded as passed on the date of issue of any certificate of roadworthiness subsequently issued for the vehicle under subregulation (5)(a) unless the second examination and test discloses cause for rejection of the item.

(8) A licensed tester must not conduct a second examination and test if the vehicle is not returned to the licensed tester within 7 days after the first examination and test.
222 Completing test reports

(1) When a licensed tester or a person employed or
authorised by the licensed tester examines and
tests a vehicle the person must, at the time of
examining and testing the vehicle, complete the
test report on which the entries required by
regulation 219 have been made.

Penalty: 2 penalty units.

(2) A test report must be—

(a) completed in the way approved by the
Corporation; and

(b) signed and dated by the person completing
the report.

223 Certificates of roadworthiness

A certificate of roadworthiness must—

(a) include the information which, under
regulation 227, must be recorded on a
certificate of roadworthiness form; and

(b) be signed by the licensed tester or a person
employed or authorised by the licensed tester
who completes the certificate.

224 Testers to operate at premises for which licensed

A licensed tester must ensure that all examinations
and tests the tester is licensed to carry out are
carried out at or, for the purpose of road testing,
on-road testing, from the premises referred to in
the tester's licence.

Penalty: 2 penalty units.
PART 6.5—ISSUE OF CERTIFICATES OF ROADWORTHINESS AND TEST REPORTS

225 Form of certificate of roadworthiness
   A certificate of roadworthiness must be in the approved form.

226 Form of test reports
   A test report must be in the approved form.

227 Issue of certificates of roadworthiness
   (1) A certificate of roadworthiness may only be issued by—
       (a) a licensed tester; or
       (b) a person employed or authorised by a licensed tester to issue a certificate of roadworthiness on behalf of the licensed tester and recorded as such by the Corporation.

   (2) A certificate has no effect if—
       (a) it is not signed by the licensed tester or a person employed or authorised by a licensed tester; or
       (b) any item has been altered.

   (3) A licensed tester or person referred to in subregulation (1) must not sign a certificate of roadworthiness for a vehicle unless—
       (a) an examination and test of the vehicle has been made on that day and as required by this Chapter; and
(b) the relevant details of the vehicle have been entered on the certificate as required by regulation 223.

Penalty: 5 penalty units.

(4) A licensed tester or a person employed or authorised by a licensed tester must not issue a certificate of roadworthiness for a vehicle unless an examination and test of the vehicle discloses no cause for rejection.

Penalty: 5 penalty units.

228 Supply of certificates of roadworthiness and test reports

(1) The Corporation must give forms of certificates of roadworthiness and test reports to licensed testers—

(a) in books of original forms and test reports, on payment of the relevant fee specified in item 21 of Schedule 5; or

(b) in electronic form, on payment of the relevant administrative fee (if any).

(2) Forms given by the Corporation under subregulation (1)(a) remain the property of the Corporation.

229 Cancellation of unused certificates

The licensed tester must write the word "cancelled" diagonally across the face of the certificate of roadworthiness form on which the tester has made the entries required by regulation 219 if an item on a vehicle is rejected—
(a) at a first examination and test and the person presenting the vehicle for examination and testing does not present the vehicle for a second examination and test within 7 days after the first examination and test; or

(b) at a second examination and test.

230 Security of certificates and reports

(1) A licensed tester must take reasonable precautions to keep control of certificate of roadworthiness forms and test report forms issued to the tester.

Penalty: 2 penalty units.

(2) A licensed tester must take all reasonable precautions to prevent the improper use of the forms referred to in subregulation (1).

Penalty: 2 penalty units.

231 Certificate and test forms not transferable

(1) A person to whom a certificate of roadworthiness form or test report form has been issued by the Corporation must not transfer or deliver an unused form to another person.

Penalty: 5 penalty units.

(2) Subregulation (1) does not apply to the return of books of original forms to the Corporation under regulation 213(1).

232 Power to impound false certificate of roadworthiness

(1) If an authorised officer or a member of the police force believes that a certificate of roadworthiness for a vehicle misrepresents the condition of the vehicle in a material respect, the officer or member may impound the certificate.

(2) A certificate impounded under subregulation (1) ceases to have effect.
(3) An authorised officer or a member of the police force who impounds a certificate under subregulation (1) may require the person in charge of the vehicle described in the certificate to present the vehicle at a convenient place to be examined and tested by a licensed tester (other than the licensed tester who issued the impounded certificate) so that the vehicle may be examined and tested on behalf of, and at the expense of, the Corporation or the police force.

(4) A person must present a vehicle in accordance with a requirement under subregulation (3) within 4 days after the day the requirement is made.

Penalty: 2 penalty units.

233 Offence to substitute equipment on tested vehicle

If a current certificate of roadworthiness exists for a vehicle, a person must not detract from its roadworthiness by adding, altering, removing or substituting equipment or fittings on the vehicle.

Penalty: 5 penalty units.
PART 6.6—RECORDS OF REPAIRS

234 Garages to keep record of repairs of vehicles

(1) An occupier of a garage or other premises where or from which vehicles are repaired for reward must ensure a record is kept in accordance with subregulation (3) of each vehicle repaired at or from the garage or premises.

Penalty: 2 penalty units.

(2) An occupier of a garage or other premises where or from which vehicles are repaired for reward must ensure a copy of a record signed by a person leaving or presenting a vehicle under subregulation (3) for repair is given to that person.

Penalty: 2 penalty units.

(3) For the purposes of subregulation (1), the record must include—

(a) the registration number (if any) of the vehicle; and

(b) the name and address of the person leaving or presenting the vehicle for repair; and

(c) the signature of the person leaving or presenting the vehicle for repair; and

(d) the name and address of the owner of the vehicle; and

(e) the date and time the vehicle was received at the garage or premises or presented for repair; and

(f) the make of the vehicle; and

(g) details of the vehicle's—

(i) type of body; and

(ii) colour of body; and
(iii) any engine and vehicle identification number; and

(h) details of the repairs.

(4) The occupier of a garage or other premises who is required by this regulation to retain a record must produce that record for inspection if requested by an authorised officer or a member of the police force.

Penalty:  2 penalty units.

(5) The occupier of a garage or other premises who is required by this regulation to ensure a record is kept must not make, or cause or permit to be made, a false, incorrect or misleading record.

Penalty:  2 penalty units.
CHAPTER 7—VEHICLE DEFECT NOTICES

235 Type of vehicle defect notice

(1) A vehicle defect notice is a major defect notice if the person issuing the notice reasonably believes that any further use of the vehicle on a highway after the time specified in the notice would constitute an imminent and serious safety risk.

(2) A vehicle defect notice is a minor defect notice if the person issuing the notice reasonably believes that any deficiency in the vehicle, if allowed to continue after the time specified in the notice, may constitute a safety risk.

236 What must be included in vehicle defect notice

A vehicle defect notice must state—

(a) the vehicle's registration details including—
   (i) the registration number; and
   (ii) unregistered vehicle permit number
       (if practicable and applicable); and
   (iii) expiry date; and
   (iv) jurisdiction of registration; and

(b) the name of the vehicle's driver or, if the driver is not present when the notice is issued, the words "registered operator"; and

(c) to the extent practicable, the vehicle's identification details including—
   (i) its vehicle identifier; or
   (ii) if there is no vehicle identifier, the chassis number or engine number; and
   (iii) its make and type; and
237 How vehicle defect notice to be given to driver or registered operator

(1) A person who issues a vehicle defect notice must—

(a) give the notice to the driver, if the vehicle's driver is present; or

(b) cause the notice to be affixed to the vehicle, if the vehicle is unattended.

(2) For a major defect notice, a person who issues a vehicle defect notice must cause a label (a defective vehicle label) to be affixed to the vehicle.

(3) A person who issues a vehicle defect notice for a minor vehicle defect notice must cause a defective vehicle label to be affixed to the vehicle.
Chapter 7—Vehicle Defect Notices

Road Safety (Vehicles) Regulations 2009
S.R. No. 118/2009
Chapter 7—Vehicle Defect Notices

238 Driver of vehicle to give notice to registered operator

A driver of a vehicle, other than the registered operator, who is given a vehicle defect notice under regulation 237, must cause the notice to be given to the registered operator of the vehicle.

Penalty: 5 penalty units.

239 What defective vehicle label must contain

A defective vehicle label must state—

(a) sufficient details to identify the vehicle; and
(b) the time and date after which the vehicle is not to be used on a highway; and
(c) any restriction on the movement of the vehicle to another location following issue of the notice; and
(d) the name, official number or other identification of the person who issued the notice; and
(e) the date of issue of the label; and
(f) the serial number of the defect notice to which the label relates.

240 Use of vehicles in breach of notice conditions

(1) A person must not use, or permit the use of, a vehicle in contravention of a condition of a vehicle defect notice issued for the vehicle.

Penalty: 10 penalty units.

(2) Despite subregulation (1), if the use of a vehicle on a highway is prohibited by a condition of a vehicle defect notice issued for the vehicle it may be used on a highway after it has been repaired—

(a) to take it from a place of repair to a licensed tester; and
(b) to examine and test it; and  
(c) to return it after it has been examined and tested; and  
(d) to take it to the Corporation, or a place nominated by the Corporation, to be inspected or to have the defect notice cleared.

241 Recording of vehicle defect notices  
If a vehicle defect notice is issued under the Act, or under a law in force in another State or a Territory, for a vehicle, the details of which are on the Corporation's register, the Corporation must record in that register in relation to the vehicle—  
(a) the serial number of the notice; and  
(b) the date after which the use of the vehicle on a highway is prohibited which is contained in the notice.

242 Clearance of vehicle defect notices  
(1) The Corporation may carry out, or require to be carried out, an inspection for the purposes of determining—  
(a) whether defects described in a vehicle defect notice have been rectified; and  
(b) that the vehicle does not have any other defects.  
(2) A vehicle defect notice may be cleared by the Corporation or a corresponding registration authority.  
(3) For the purposes of this regulation, a vehicle defect notice is cleared when—  
(a) the Corporation or a corresponding registration authority receives evidence that the vehicle is no longer defective; and
(b) the Corporation or a corresponding registration authority causes any defective vehicle label affixed to the vehicle under regulation 237 to be defaced or removed.

(4) If a vehicle defect notice is cleared, the Corporation must make a record in the register that the notice has been cleared.

243 Withdrawal of vehicle defect notice

(1) A person who issues a vehicle defect notice may withdraw that notice at any time.

(2) A person who withdraws a vehicle defect notice must cause—

(a) notice of the withdrawal to be sent to the person to whom the notice was issued; and

(b) a record to be made in the register to the effect that the vehicle defect notice has been withdrawn.

244 Offence for unauthorised removal or defacement of defective vehicle label

A person other than an officer of the Corporation or of a corresponding registration authority must not remove or deface a defective vehicle label.

Penalty: 10 penalty units.
CHAPTER 8—GENERAL OFFENCES

245 Altered number plates and labels

(1) A person must not use a vehicle on a highway displaying an altered number plate or registration label.

Penalty: 10 penalty units.

(2) The registered operator of a vehicle must take reasonable steps to ensure that the vehicle is not used on a highway while displaying an altered number plate or registration label.

Penalty: 10 penalty units.

(3) An owner of an unregistered vehicle must take reasonable steps to ensure that the vehicle is not used on a highway while displaying an altered number plate or registration label.

Penalty: 10 penalty units.

(4) A person other than a person referred to in subregulation (1), (2) or (3), who has control or use of a vehicle, must not cause or permit the vehicle to be used on a highway while displaying an altered number plate or registration label.

Penalty: 10 penalty units.

(5) A person who has affixed, or who has caused or permitted another person to affix, an altered number plate or registration label to a vehicle, is guilty of an offence if that vehicle is used on a highway by any person.

Penalty: 10 penalty units.
246 Incorrect number plates and labels

(1) A person must not use a vehicle on a highway while displaying a number plate or registration label other than the number plate or registration label issued for the vehicle in accordance with these Regulations or another law.

Penalty: 10 penalty units.

(2) The registered operator of a vehicle must take reasonable steps to ensure that the vehicle is not used on a highway while displaying a number plate or registration label other than the number plate or registration label issued for the vehicle in accordance with these Regulations or another law.

Penalty: 10 penalty units.

(3) The owner of an unregistered vehicle must take reasonable steps to ensure that the vehicle is not used on a highway while displaying a number plate or registration label other than the number plate or registration label issued for the vehicle in accordance with these Regulations or any other law.

Penalty: 10 penalty units.

(4) A person other than a person referred to in subregulation (1), (2) or (3), who has control or use of a vehicle must not cause or permit the vehicle to be used on a highway while displaying a number plate or registration label other than the number plate or registration label issued for the vehicle in accordance with these Regulations or another law.

Penalty: 10 penalty units.
(5) A person who has affixed, or who has caused or permitted another person to affix, to the vehicle a number plate or registration label other than the number plate or registration label issued for the vehicle in accordance with these Regulations or another law is guilty of an offence if the vehicle is used on a highway by any person.

Penalty: 10 penalty units.

247 Representations of number plates and labels

(1) A person must not use a vehicle on a highway while displaying a representation of a number plate or registration label that is likely to be mistaken for a number plate or registration label displayed in accordance with these Regulations.

Penalty: 10 penalty units.

(2) The registered operator of a vehicle must take reasonable steps to ensure that the vehicle is not used on a highway while displaying a representation of a number plate or registration label that is likely to be mistaken for a number plate or registration label displayed in accordance with these Regulations.

Penalty: 10 penalty units.

(3) The owner of an unregistered vehicle must take reasonable steps to ensure that the vehicle is not used on a highway while displaying a representation of a number plate or registration label that is likely to be mistaken for a number plate or registration label displayed in accordance with these Regulations.

Penalty: 10 penalty units.

(4) A person other than a person referred to in subregulation (1), (2) or (3), who has control or use of a vehicle must not cause or permit the vehicle to be used on a highway while displaying
a representation of a number plate or registration label that is likely to be mistaken for a number plate or registration label displayed in accordance with these Regulations.

Penalty: 10 penalty units.

(5) A person who has affixed, or who has caused or permitted another person to affix to a vehicle, a number plate or registration label that is likely to be mistaken for a number plate or registration label displayed in accordance with these Regulations is guilty of an offence if that vehicle is used on a highway by any person.

Penalty: 10 penalty units.

248 Load restraint requirement

(1) The following requirements apply to a vehicle that is carrying a load—

(a) the load must be secured by a means that is appropriate to the vehicle and the nature of the load; and

(b) the load must be placed and secured on the vehicle in a way that prevents or would be likely to prevent, the load or any part of the load from—

(i) hanging or projecting from the vehicle; or

(ii) becoming dislodged or falling from the vehicle; and

(c) the load must not be placed or secured on the vehicle in a way that makes the vehicle unstable.

(2) In proceedings for an offence against the Act in respect of the contravention of a load restraint requirement, evidence of non-compliance with the performance standards recommended in the Load...

249 Towing offences

(1) A person must not, without the Corporation's approval, use, or cause or permit to be used, on a highway a motor vehicle that is towing more than one other vehicle.

Penalty: 5 penalty units.

(2) Subregulation (1) does not apply to a B-double or road train.

(3) A person must not use on a highway a combination where a vehicle forming part of the combination is not securely coupled to the vehicle in front of it.

Penalty: 10 penalty units.

(4) The registered operator of a vehicle must ensure that the vehicle is not used as part of a combination if any vehicle forming part of the combination is not securely coupled to the vehicle in front of it.

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.

(5) A person other than a person referred to in subregulation (3) or (4), who caused or permitted a combination or a vehicle comprising part of a combination to be used on a highway is guilty of an offence if any vehicle forming part of the combination is not securely coupled to the vehicle in front of it.

Penalty: In the case of a body corporate, 50 penalty units.

In any other case, 10 penalty units.
250 Attachment of sidecar

(1) A sidecar attached to a motor cycle must be fixed to the left side of the motor cycle.

(2) A sidecar attached to a motor cycle must not—

(a) be of a mass or dimensions; or

(b) be attached in a way—

such that the driver is prevented or is likely to be prevented from safely driving or controlling the motor cycle and sidecar.

(3) A motor cycle must not have attached to it a sidecar, any part of which projects—

(a) for a distance of more than—

(i) 60 centimetres in front of the outer extremity of the front wheel of the motor cycle; or

(ii) 90 centimetres behind the outer extremity of the rear wheel of the motor cycle; or

(b) laterally beyond the extreme outer portion of the right side of the motor cycle.

(4) A person must not use a motor cycle with a sidecar attached, or cause or permit it to be used, on a highway that does not comply with this regulation.

Penalty: 5 penalty units.

251 Noise

A person must not use, cause or permit a vehicle to be used on a highway if the vehicle is creating undue noise.

Penalty: 5 penalty units.
252 Offence for travel by vehicle where a posted mass or dimension limit would be exceeded

(1) The driver of a vehicle must not travel beyond a sign erected on or adjacent to a highway to face an approaching driver if the sign is inscribed with a mass or dimension limit (other than a no trucks sign referred to in rule 104 of the Road Rules or a no buses sign referred to in rule 106 of the Road Rules) and the vehicle exceeds the mass or dimension limit displayed on the sign.

(2) The driver of a vehicle must not use the vehicle in contravention of subregulation (1).

Penalty: For exceeding a displayed mass limit—
- 20 penalty units.

For exceeding a displayed dimension limit—
- 20 penalty units.

(3) The registered operator of a vehicle must ensure that the vehicle is not used on a highway in contravention of subregulation (1).

Penalty: Where a displayed mass limit is exceeded—
- in the case of a body corporate, 100 penalty units;
- in any other case, 20 penalty units.

Where a displayed dimension limit is exceeded—
- in the case of a body corporate, 50 penalty units;
- in any other case, 10 penalty units.
(4) A person other than a person referred to in subregulation (2) or (3), must not cause or permit a vehicle to be used in contravention of subregulation (1).

Penalty: Where a displayed mass limit is exceeded—

in the case of a body corporate, 100 penalty units;
in any other case, 20 penalty units.

Where a displayed dimension limit is exceeded—
in the case of a body corporate, 50 penalty units;
in any other case, 10 penalty units.

253 Offence for vehicle to travel where height restriction would be exceeded

(1) A person must not use a vehicle on a highway to travel or attempt to travel beneath a bridge or overhead structure that carries a sign with the words "LOW CLEARANCE" or "CLEARANCE" if the height of the vehicle is equal to or greater than the height shown on the sign.

Penalty: 20 penalty units.

(2) A person must not use a vehicle on a highway to travel or attempt to travel beneath any other overhead structures, cables, wires or trees unless there is at least 200 millimetres clearance to the highest point of the vehicle.

Penalty: 20 penalty units.
(3) The registered operator of a vehicle must take reasonable steps to ensure that the vehicle is not used on a highway in contravention of subregulation (1) or (2).

Penalty: In the case of a body corporate, 100 penalty units; in any other case, 20 penalty units.

(4) A person other than a person referred to in subregulation (2) or (3), must not cause or permit a vehicle to be used on a highway in contravention of subregulation (1) or (2).

Penalty: In the case of a body corporate, 100 penalty units.

In any other case, 20 penalty units.

254 Warning signs and warning lights must not be displayed if not required

(1) A person must not on a vehicle display a warning sign or warning light of a type provided for in these Regulations if the vehicle is not required by these Regulations to display a warning sign or warning light of that type.

(2) A person must not on a vehicle display a warning sign or warning light of a type provided for in these Regulations at a time other than a time required by these Regulations for a warning sign or warning light of that type to be displayed.

(3) A person must not drive a vehicle on a highway in contravention of subregulation (1) or (2).

Penalty: 5 penalty units.
(4) The registered operator of a vehicle must take reasonable steps to ensure that the vehicle is not used on a highway in contravention of subregulation (1) or (2).

Penalty: In the case of a body corporate,
25 penalty units.
In any other case, 5 penalty units.

(5) A person other than a person referred to in subregulation (3) or (4), must not cause or permit a vehicle to be used on a highway in contravention of subregulations (1) or (2).

Penalty: In the case of a body corporate,
25 penalty units.
In any other case, 5 penalty units.

255 Other lights to be in working order

(1) A person must not use on a highway a vehicle that is or that would, if registered, be required by the standards for registration to be equipped with brake lights or signal direction indicator lights unless the lights are in working order in accordance with the standards.

Penalty: 5 penalty units.

(2) A person must not use on a highway a vehicle that is or that would, if registered, be required by the standards for registration to be equipped with brake lights or signal direction indicator lights unless the lights are clean and unobscured.

Penalty: 5 penalty units.
256 Signs to be kept clean and unobscured

A person must not use a vehicle on a highway unless any sign, writing, colouring or band required to be displayed on the vehicle by the standards for registration is clean and unobscured.

Penalty: 5 penalty units.

257 Use of modified vehicles

(1) A person must not use on a highway a vehicle that has been modified from the condition in which it was in when first registered unless the modification—

(a) has the Corporation's approval; or
(b) has been carried out in accordance with guidelines published by the Corporation which are available—

(i) at the offices of the Corporation; or
(ii) on the internet website of the Corporation.

Penalty: 5 penalty units.

(2) The Corporation must not give its approval to or in respect of a vehicle modification if the vehicle no longer complies with the standards for registration unless the Corporation proposes to register the vehicle under regulation 30(1).
258 Use of vehicles not complying with standards

(1) A person must not use, or cause or permit to be used, on a highway a vehicle (whether or not registered) that does not comply with the standard for registration in clause 155 of Schedule 2 to these Regulations that applies to the vehicle, or would apply to the vehicle if the vehicle were registered.

Penalty: 20 penalty units.

Note
Clause 155 of Schedule 2 to these Regulations provides for certain heavy vehicles to have a restricted maximum speed.

(2) A person must not use, or cause or permit to be used, on a highway a vehicle (whether or not registered) that does not comply with any other standard for registration that is applicable to the vehicle, or that would be applicable if the vehicle were registered.

Penalty: If the vehicle has a gross vehicle mass that is more than 14.5 tonnes—
10 penalty units.

If the vehicle has a gross vehicle mass that is not more than 14.5 tonnes—
5 penalty units.

(3) Subregulations (1) and (2) do not apply to non-compliance with a standard for registration if—

(a) the vehicle is conditionally registered under these Regulations and the conditions of registration are being observed; or

(b) the vehicle is being operated under a registration permit issued by the Corporation and any conditions imposed on the permit by the Corporation are being observed; or
(c) the vehicle is temporarily in Victoria and is—

(i) registered in a State or Territory or in another country and the vehicle complies with any standards relating to that registration; or

(ii) permitted to be used in a State or Territory under a law relating to the use of unregistered vehicles and any conditions imposed on the permit are being observed; or

(d) at the time of the vehicle's registration under regulation 29(3) the applicant for registration produced a certificate under regulation 17(1)(b) and there has been no material alteration to the vehicle or its condition since the certificate was issued; or

(e) the vehicle is being repaired, or is being tested in the course of being repaired, so it complies with the standards for registration; or

(f) the vehicle is being driven or towed directly to a place where it is to be repaired so it complies with the standards for registration; or

(g) the vehicle is a trailer—

(i) that is constructed and used exclusively as an agricultural implement or for transporting the combs of a grain header; or

(ii) that is a bulk bin used exclusively for holding grain; or

(iii) that is constructed and used exclusively for the carriage of bulk fruit bins.
259 Other use of vehicle offences

(1) A person must not use, or cause or permit to be used, on a highway a vehicle or a combination of vehicles that is not in a safe and roadworthy condition.

Penalty: In the case of a large vehicle or a combination including a large vehicle—10 penalty units.

In any other case—5 penalty units.

(2) A person must not use on a highway a motor vehicle that has any equipment or fitting projecting from it, or from another vehicle attached to the motor vehicle, in a way likely to cause injury to another person.

Penalty: 3 penalty units.

260 Keeping documents

(1) The driver of a vehicle must carry in the driving compartment and produce to a member of the police force or an authorised officer if requested a copy of any class 1, 2 or 3 notice that applies to the vehicle, or an information sheet or bulletin issued by the Corporation that sets out the obligations imposed under the notice.

Penalty: 5 penalty units.

(2) The driver of a vehicle must carry in the driving compartment and produce to a member of the police force or an authorised officer if requested a copy of any class 1, 2 or 3 permit that applies to the vehicle.

Penalty: 5 penalty units.
CHAPTER 9—HAZARDOUS AREAS

261 Definitions and application of this Chapter

(1) In this Chapter—

hazardous area authority means an authority granted under regulation 264;

relevant vehicle means a vehicle that—

(a) seats more than 12 people (including the driver) and—

   (i) is operated by a person who is accredited under the Public Transport Competition Act 1995; and

   (ii) is being used for carrying passengers—

      (A) for hire or reward; or

      (B) as part of a courtesy service; or

      (C) for or in connection with the activities of a religious, philanthropic, educational, sporting or social body; or

(b) seats more than 30 people (including the driver).

(2) This Chapter does not apply to a vehicle that moves on caterpillar tracks and is designed for use on or over snow.

262 Declaration of hazardous areas

(1) The Corporation, by notice published in the Government Gazette, may declare that an area that, in the Corporation's opinion, contains hazardous driving conditions for vehicles is a
hazardous area for the purposes of these Regulations.

(2) In making a declaration, the Corporation may specify that an area is only hazardous—

(a) for a specified period; or

(b) at certain times of the year.

263 Relevant vehicle not to be used in hazardous area without authority

A person must not use a relevant vehicle in a hazardous area unless the person holds a current hazardous area authority.

Penalty: 20 penalty units.

264 Requirements for authority

(1) A person may apply to the Corporation for the issue of a hazardous area authority.

(2) The Corporation may require an applicant for a hazardous area authority to pass any test and hold any qualification specified by the Corporation that relates to the applicant's fitness to use a relevant vehicle in a hazardous area.

(3) The Corporation may issue a hazardous area authority for any period up to 6 years to an applicant who passes all tests and holds all qualifications required under subregulation (2).

265 Driver to carry hazardous area authority

A person driving a relevant vehicle in a hazardous area must carry the person's hazardous area authority and produce such authority for inspection if requested by a member of the police force or an authorised officer.

Penalty: 5 penalty units.
266 Relevant vehicle must be safe and roadworthy

A person must not use, or cause or permit to be used, in a hazardous area a relevant vehicle that is not in a safe and roadworthy condition.

Penalty: 20 penalty units.

267 Requirements for relevant vehicles in hazardous areas

A person must not use a relevant vehicle in a hazardous area unless the vehicle has—

(a) a full dual circuit service braking system; and

(b) adequate demisting and saloon heating systems; and

(c) a spare wheel, a jack and a wheel brace; and

(d) wheel chains of a design approved by the Corporation that are in good condition and that are capable of being attached to the outer drive wheels of the vehicle; and

(e) wheel chocks; and

(f) a torch or portable lead light; and

(g) a shovel.

Penalty: 20 penalty units.

Note

Approved wheel chains are diamond pattern or a similar design. Ladder design chains are not approved wheel chains.
CHAPTER 10—GENERAL

268 Exemptions in emergencies

(1) In an emergency, including a fire, explosion or natural disaster (including a drought), the Corporation may exempt a vehicle, or its driver or registered operator, or any person who causes or permits the vehicle to be used on a highway, from a requirement in these Regulations, if the Corporation is satisfied—

(a) the exemption will not result in an unreasonable danger to other highway users; and

(b) the vehicle is being used, or is intended to be used—

(i) to protect life or property; or

(ii) to restore communication or the supply of energy or water or services, including sewage disposal; or

(iii) to provide drought relief.

(2) An exemption may be subject to any conditions imposed by the Corporation.

(3) The Corporation must—

(a) make a written record of the exemption and any conditions to which it is subject; and

(b) may cause the exemption and the conditions to be communicated orally to the driver, registered operator or person who causes or permits the vehicle to be used on a highway.
269 Person may be found guilty of offence only once in respect of the same circumstances

If a person is—

(a) both the registered operator and the driver of a vehicle; or

(b) both the registered operator and the person who caused or permitted a vehicle to be used on a highway; or

(c) both the driver of a vehicle and the person who caused or permitted the vehicle to be used on a highway—

the person must not be found guilty for more than one offence under these Regulations in respect of the same circumstances.
CHAPTER 11—TRANSITIONAL PROVISIONS

270 Ownership of registration number rights

(1) If at the time of the commencement of these Regulations a registration number that is the subject of registration number rights has been assigned to a vehicle, the registered operator of that vehicle is presumed, in the absence of evidence to the contrary, to be the owner of the registration number rights.

(2) If at the time of commencement of these Regulations a registration number that is the subject of registration number rights is also the subject of an agreement between a person and the Corporation whereby the registration number is reserved for future use rather than being assigned to a vehicle, the person who has that agreement with the Corporation is presumed, in the absence of evidence to the contrary, to be the owner of the registration number rights.

271 Previously registered vehicles

(1) A vehicle registered under Part 2 of the Act before the commencement of these Regulations continues to be registered until the registration expiry date and the registration has effect as if the person in whose name it is registered were the registered operator of the vehicle.

(2) The person who, by force of subregulation (1), is to be regarded as the registered operator of a vehicle referred to in that subregulation may apply for renewal of the registration in accordance with Part 2.7 of Chapter 2 of these Regulations.
(3) Despite anything to the contrary in these Regulations, the first renewal after the commencement of these Regulations of the registration of a vehicle referred to in subregulation (1)—

(a) commences on the day after the day recorded in the register as the expiry date of its prior registration; and

(b) ends on the day (3, 6 or 12 months, as the case requires) after that expiry date—if the requirements of regulation 67 are met.

272 Previously issued number plates

(1) If number plates were issued in relation to a vehicle registered before the commencement of these Regulations, the plates may be retained until the Corporation requires in writing that they be returned.

(2) These Regulations apply to number plates referred to in subregulation (1) as if they were number plates issued under regulation 45.

273 Previously approved motor vehicle clubs

An association which was approved immediately before the commencement of these Regulations is taken to be an approved motor vehicle club for the purposes of regulation 153.

274 Permits

(1) A permit issued under regulation 504(1) or an approval given under regulation 804(1) of the Road Safety (Vehicles) Regulations 1999 as in force immediately before the commencement of these Regulations—
(a) in respect of a vehicle that is a class 1 vehicle under these Regulations; and
(b) that was in force immediately before the commencement of these Regulations—
continues after that commencement in accordance with its terms for the purposes of these Regulations as if it were a class 1 permit.

(2) A permit issued under regulation 512(1) or an approval given under regulation 804(1) of the Road Safety (Vehicles) Regulations 1999—
(a) in respect of a vehicle that is a class 2 vehicle under these Regulations; and
(b) that was in force immediately before the commencement of these Regulations—
continues in force after that commencement in accordance with its terms for the purposes of these Regulations as if it were a class 2 permit.

(3) A permit issued under regulation 518(1) or an approval given under regulation 804(1) of the Road Safety (Vehicles) Regulations 1999—
(a) in respect of a vehicle that is a class 3 vehicle under these Regulations; and
(b) that was in force immediately before the commencement of these Regulations—
continues in force after that commencement in accordance with its terms for the purposes of these Regulations as if it were a class 3 permit.

275 Notices

(1) A notice published in the Government Gazette under regulation 502(1) or 804(1) of the Road Safety (Vehicles) Regulations 1999 and in force immediately before its revocation—
(a) relating to vehicles that are class 1 vehicles under these Regulations; and
(b) that was in force immediately before the commencement of these Regulations—
continues after that commencement in accordance with its terms for the purposes of these Regulations as if it were a class 1 notice.

(2) A notice published in the Government Gazette under regulation 510(1) or 804(1) of the Road Safety (Vehicles) Regulations 1999—
(a) relating to vehicles that are class 2 vehicles under these Regulations; and
(b) that was in force immediately before the commencement of these Regulations—
continues in force after that commencement in accordance with its terms for the purposes of these Regulations as if it were a class 2 notice.

(3) A notice published in the Government Gazette under regulation 516(1) or 804(1) of the Road Safety (Vehicles) Regulations 1999—
(a) relating to vehicles that are class 3 vehicles under these Regulations; and
(b) that was in force immediately before the commencement of these Regulations—
continues in force after that commencement in accordance with its terms for the purposes of these Regulations as if it were a class 3 notice.

276 Continuation of dealer certification scheme

Despite the revocation of the Road Safety (Vehicles) Regulations 1999, an arrangement entered into by the Corporation with a person engaged in the sale, distribution or management of vehicles under which the Corporation has agreed to delegate to that person or specified employees
of that person specified powers of the Corporation in relation to the registration of vehicles continues to be in force until the expiry of that arrangement unless terminated earlier by the Corporation.
## Schedules

### Schedule 1

**Regulation 4**

#### Revocations

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SCHEDULE 2

VEHICLE STANDARDS

PART 1—INTRODUCTORY

Division 1—General

Note
This Schedule sets out standards that vehicles must comply with to be eligible for unconditional registration and to be driven on roads and road-related areas.

The ADRs (Australian Design Rules) are rules for designing and building vehicles. Imported vehicles must also comply with the ADRs.

The Vehicle Standards require a vehicle that is subject to an ADR when built or imported to continue to comply with the ADR.

The Vehicle Standards also apply certain other standards (adopted standards) that are intended to complement the ADRs.

The ADRs do not cover:
- vehicles built before 1969
- combinations of vehicles of any age

These matters are covered by the Vehicle Standards.

1 Vehicle standards

This Schedule contains the Vehicle Standards that form the standards for registration under the Road Safety Act 1986.

2 Object of vehicle standards

(1) The object of the Vehicle Standards is to set standards about the construction and performance of motor vehicles, trailers and combinations, that are uniform throughout Australia.
(2) The standards are intended—

(a) to promote, throughout the life of motor
vehicles, trailers and combinations, their safe
use and efficiency and the protection of the
environment; and

(b) to reduce the cost of transport administration.

Division 2—Vehicle Standards

3 Definitions

In the Vehicle Standards—

50 millimetre kingpin means a kingpin meeting
the dimension requirements for a
50 millimetre kingpin in Australian Standard
AS 2175–1990 Articulated Vehicles
Kingpins;

75 millimetre kingpin means a kingpin with the
dimensions referred to in clause 165(3);

90 millimetre kingpin means a kingpin meeting
the dimension requirements for a
90 millimetre kingpin in Australian Standard
AS 2175–1990 Articulated Vehicles
Kingpins;

adopted standard has the meaning given in
clause 24;

air brake means an air-operated or air-assisted
brake;

braking system, of a vehicle, means all the brakes
of the vehicle and all the components of the
mechanisms by which they are operated;
British Standard means a standard approved for publication on behalf of the British Standards Institution;

Note
Copies of British Standards are available from offices of the Standards Association of Australia.

British Standards Institution means the institution of that name established under royal charter in the United Kingdom;

car means a motor vehicle built mainly to carry people that—

(a) seats not over 9 adults (including the driver); and

(b) has a body commonly known as a sedan, station wagon, coupe, convertible, or roadster; and

(c) has 4 or more wheels;

drive includes be in control of;
driver, in relation to a vehicle, means the person driving the vehicle;

emergency brake means a brake designed to be used if a service brake fails;

emergency vehicle means—

(a) an ambulance under the control of—

(i) an ambulance service created under section 23 of the Ambulance Services Act 1986 or listed in Schedule 1 to that Act; or

(ii) an ambulance service created under a law in force in another State or in a Territory that the Minister, by notice in the Government Gazette, declares to
be an ambulance service to which this paragraph applies; or

(iii) the Australian Defence Force;

(b) a fire service unit under the control of—

(i) the Metropolitan Fire and Emergency Services Board; or

(ii) the Department of Sustainability and Environment; or

(iii) the Country Fire Authority; or

(iv) the Australian Defence Force;

(c) a vehicle under the control of the State Emergency Service;

(d) a vehicle under the control of—

(i) the Shepparton Search & Rescue Squad Inc; or

(ii) the Echuca and Moama Search and Rescue Squad Inc;

*front fog light* means a light used to improve the illumination of the road in case of fog, snowfall, heavy rain or a dust storm;

*left*, for a vehicle, means to the left of the centre of the vehicle when viewed by a person in the vehicle who is facing to the front of the vehicle;

*moped* means a motor cycle or trike with an engine cylinder capacity of not over 50 millilitres and a maximum speed of not over 50 kilometres per hour;

*motor trike* means a motor vehicle with 3 wheels, but does not include a 2 wheeled motor vehicle with a sidecar attached to it that is supported by a third wheel;
mudguard means a fitting or device, with or without a mudflap, that is built and fitted to a vehicle in a way that will, as far as practicable, catch or deflect downwards any stone, mud, water, or other substance, thrown up by the rotation of the wheel to which the fitting or device is fitted;

national standard has the meaning given in clause 15;

point of articulation means—

(a) the axis of a kingpin for a fifth wheel; or
(b) the vertical axis of rotation of a fifth wheel coupling; or
(c) the vertical axis of rotation of a turntable assembly; or
(d) the vertical axis of rotation of the front axle group, or single axle, of a dog trailer; or
(e) the coupling pivot point of a semi-trailer;

police vehicle means a vehicle driven by a member of the police force in the course of his or her duty;

rear fog light means a light used on a vehicle to make it more easily visible from the rear in dense fog;

repeater horn means a device that makes a sound alternating between different tones or frequencies on a regular time cycle;

right, for a vehicle, means to the right of the centre of the vehicle when viewed by a person in the vehicle who is facing to the front of the vehicle;
road tank vehicle has the same meaning as in the seventh edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail;

second edition ADR has the meaning given in clause 17;

service brake, for a vehicle, means the brake normally used to decelerate the vehicle;

spring brake means a brake using one or more springs to store the energy needed to operate the brake;

street rod vehicle means a vehicle that has been modified for safe road use and that—

(a) has a body and frame that were built before 1949; or

(b) is a replica of a vehicle the body and frame of which were built before 1949;

third edition ADR has the meaning given in clause 18;

transport enforcement vehicle means a vehicle being used to convey an officer of the Roads Corporation or an employee in the Department of Transport engaged in connection with the enforcement of—

(a) the Road Safety Act 1986; or

(b) the Transport Act 1983; or

(c) the Road Management Act 2004; or

(d) the Accident Towing Services Act 2007;
turntable means a bearing built to carry vertical and horizontal loads, but does not allow quick separation of its upper and lower rotating elements, and that is used to connect and allow articulation between—

(a) a prime mover and semi-trailer; or

(b) the steering axle or axle group of a dog trailer and the body of the trailer; or

(c) a fifth wheel coupling and the vehicle to which it is mounted;

vacuum brakes means vacuum-operated or vacuum-assisted brakes;

VSB means Vehicle Standards Bulletin.

Note

4 Diagrams

(1) A diagram in the Vehicle Standards is part of the Vehicle Standards.

(2) A diagram of something (except the essential diagram in clause 165 of this Schedule) is an illustrative example of the thing in black and white, but does not represent its dimensions or the dimensions of any part of it.

Note
The essential diagram in clause 165 provides the dimensions required for a 75 millimetre kingpin used in a B-double or road train.
5 Notes

A note in the Vehicle Standards is explanatory and is not part of the Vehicle Standards.

6 Examples

(1) An example (whether or not in the form of a diagram) in the Vehicle Standards is part of the Vehicle Standards.

(2) If the Vehicle Standards include an example of the operation of a provision of the Vehicle Standards, the example and the provision are to be read in the context of each other and of the other provisions of the Vehicle Standards, but, if the example and the provision as so read are inconsistent, the provision prevails.

PART 2—APPLICATION OF THE VEHICLE STANDARDS

7 Application to vehicles on roads and road-related areas

The Vehicle Standards apply to motor vehicles and trailers on roads and road-related areas.

8 What is a road?

A road is defined in section 3(1) of the Act as—

(a) an area that is open to or used by the public and is developed for, or has as one of its main uses, the driving or riding of motor vehicles; or

(b) a place that is a road by virtue of a declaration under section 3(2)(a) of the Act—

but does not include a place that is not a road by virtue of a declaration under section 3(2)(a) of the Act.
9 What is a road-related area?

A road-related area is defined in section 3(1) of the Act as—

(a) an area that divides a road; or
(b) a footpath or nature strip adjacent to a road; or
(c) an area that is open to the public and is designated for use by cyclists or animals; or
(d) an area that is not a road and that is open to or used by the public for driving, riding or parking vehicles; or
(e) a place that is a road-related area by virtue of a declaration under section 3(2)(a) of the Act—

but does not include a place that is not a road-related area by virtue of a declaration under section 3(2)(a) of the Act.

10 Vehicles to which the vehicle standards do not apply

The Vehicle Standards do not apply to—

(a) a vehicle designed to be controlled by a person walking next to it; or
(b) a vehicle propelled by a motor with a maximum power output of not over 200 watts.

11 Non-application of vehicle standards—exemption under other laws

(1) A provision of the Vehicle Standards does not apply to a vehicle if the vehicle is exempt from—

(a) the provision under another law of this jurisdiction; or
(b) the corresponding provision of the law of another Australian jurisdiction.
(2) The vehicle is exempt only if all conditions of the exemption (if any) are being complied with.

Example

An exemption permitting a greater dimension limit for a vehicle is subject to conditions about the route where, and times when, the vehicle is permitted to travel, and the escort vehicles required to accompany the vehicle. A relevant provision of the Vehicle Standards does not apply to the vehicle only if the conditions are complied with.

12 Non-application of Vehicle Standards to ADR-compliant matters

(1) A requirement of Parts 5 to 13 does not apply to a vehicle if the requirement is inconsistent with a requirement of a second or third edition ADR that the vehicle complies with (regardless of whether or not the vehicle is required to comply with the ADR requirement).

(2) Subclause (1) does not apply if the vehicle is not of the same class or type as the vehicles to which the ADR requirement applies.

Example

As the second and third edition ADRs do not apply to a truck built in 1968, the truck must comply with clause 129 of this Schedule ("What braking system a motor vehicle must have"). If the owner of such a truck modified the brakes so that they did comply with the second edition ADR, any requirement in clause 129 in relation to the truck's brakes that was inconsistent with the second edition ADR would no longer apply to the truck.

However, if the modified brakes only comply with a rule of the second edition ADR that only applies to passenger cars, then clause 129 would apply, because a truck is not a passenger car.
13 Non-application of vehicle standards—Motor Vehicle Standards Act approvals

A provision of Parts 5 to 13 of the Vehicle Standards does not apply to a vehicle if—

(a) the vehicle does not comply with a requirement of an ADR applying to the vehicle; and

(b) the provision of the Vehicle Standards corresponds to the requirement of the ADR; and

(c) despite the non-compliance, approval has been given, under section 10A(2) or (3) of the Motor Vehicle Standards Act 1989 of the Commonwealth, to place identification plates on vehicles of that type; and

(d) the vehicle complies with the approval conditions (if any).

Notes

1 Section 10A(2) of the Motor Vehicle Standards Act 1989 of the Commonwealth deals with vehicles that do not comply with an ADR, when the non-compliance is only minor and inconsequential.

2 Section 10A(3) of that Act deals with vehicles that do not comply with an ADR, and the non-compliance is not minor and inconsequential, but the vehicle will be safe to use if conditions are complied with.

PART 3—AUSTRALIAN DESIGN RULES

Note

This Part applies the second and third edition ADRs to various vehicles. Under the Part, a vehicle that is subject to ADRs when it is built generally remains subject to the ADRs throughout its life. However, a vehicle need not comply with a standard if the standard is replaced by, or inconsistent with, a later standard and the vehicle complies with the later standard. Older vehicles may, therefore, be fitted with any equipment allowed on newer vehicles.

The following provisions of the Vehicle Standards extend the application of particular second or third edition ADRs to vehicles to which the ADRs are not expressed to apply:

- Clause 41(4) (electrical wiring, components, connections and installations)
- Clause 119 (rear marking plates)
- Clause 136(1) and (2) (braking system for prime mover in B-double)
- Clause 137 (braking system design for motor vehicles in road trains)
- Clause 138(1) and (3) (braking system design for trailers in B-doubles or road trains)
- Clause 155(1) and (2) (speed limiting).

The following provisions of the Vehicle Standards apply to a vehicle instead of the corresponding ADR requirement:

- Clause 44(5) (window tinting)
- Clauses 51 and 52 (tyre speed category requirements)
- Clause 114, 115 and 116 (warning lights and signs on buses carrying children)
- Clause 118(4) (display of certain lights and reflectors)
- Clause 169(1)(b) (attachment of couplings and drawbar eyes on road trains).

### Division 1—Interpretation

14 **What is an ADR?**

An *ADR* (Australian Design Rule) is a national standard.

15 **What is a national standard?**

A *national standard* is a national standard under the Motor Vehicle Standards Act 1989 of the Commonwealth.
16 References to national standards

Unless the contrary intention appears, a reference in the Vehicle Standards to a national standard is a reference to the national standard as in force from time to time.

17 What is a second edition ADR?

A second edition ADR is a national standard incorporated in the document described as the Australian Design Rules for Motor Vehicle Safety, Second Edition, originally published by the then Commonwealth Department of Transport.

18 What is a third edition ADR?

A third edition ADR is a national standard incorporated in the document described as the Australian Design Rules for Motor Vehicles and Trailers, Third Edition, published by the Federal Office of Road Safety of the then Commonwealth Department of Transport and Regional Development.

Division 2—Compliance with ADRs

19 Compliance with second edition ADRs

(1) If a second edition ADR recommends that the ADR should apply to the design and construction of a vehicle, the vehicle must comply with the ADR.

(2) If a second edition ADR contains a requirement for a type of equipment fitted to a vehicle built on or after a stated time any equipment of the same type fitted to the vehicle after it is built must comply with—

(a) the requirement as in force when the vehicle was built; or
(b) if the requirement is amended after the vehicle is built and before the equipment is fitted, the requirement as in force—
   (i) when the vehicle was built; or
   (ii) when the equipment was fitted; or
   (iii) at any time between when the vehicle was built and the equipment was fitted.

(3) A vehicle, or equipment fitted to a vehicle, need not comply with a recommendation or requirement of a second edition ADR if—
   (a) the recommendation or requirement is replaced by, or is inconsistent with, a requirement of a third edition ADR applying to the vehicle or equipment; and
   (b) the vehicle or equipment complies with the requirement of the third edition ADR.

(4) If a second edition ADR allows a vehicle built on or after a stated time to be fitted with equipment, a vehicle built before the time may also be fitted with the equipment.

20 Compliance with third edition ADRs

(1) If a third edition ADR applies to the design and construction of a vehicle, the vehicle must comply with the ADR.

(2) If a third edition ADR contains a requirement for a type of equipment fitted to a vehicle built on or after a stated time, any equipment of the same type fitted to the vehicle after it is built must comply with—
   (a) the requirement as in force when the vehicle was built; or
(b) if the requirement is amended after the vehicle is built and before the equipment is fitted, the requirement as in force—

(i) when the vehicle was built; or

(ii) when the equipment was fitted; or

(iii) at any time between when the vehicle was built and the equipment was fitted.

(3) However, a vehicle, or equipment fitted to a vehicle, need not comply with a requirement of a third edition ADR if—

(a) the requirement is replaced by, or is inconsistent with, a requirement of a later version of the ADR applying to the vehicle or equipment; and

(b) the vehicle or equipment complies with the requirement of the later version.

(4) If a third edition ADR allows a vehicle built on or after a stated time to be fitted with equipment, a vehicle built before the time may also be fitted with the equipment.

21 Exception to compliance with ADRs—vehicles that are not road vehicles

A vehicle need not comply with an ADR applied by clause 19(1) or 20(1) of this Schedule if a determination or declaration under section 5B of the Motor Vehicle Standards Act 1989 of the Commonwealth provides that the vehicle is not a road vehicle for that Act.
22 Exception to compliance with ADRs—Motor Vehicle Standards Act

(1) A vehicle need not comply with an ADR applied by clause 19(1) or 20(1) if—

(a) despite non-compliance with the ADR, approval has been given, under section 10A(2) or (3) of the Motor Vehicle Standards Act 1989 of the Commonwealth, to place identification plates on vehicles of that type; and

(b) the vehicle complies with the approval conditions (if any).

Note
See notes to clause 13.

(2) A vehicle need not comply with an ADR applied by clause 19(1) or 20(1) if—

(a) the vehicle may be supplied to the market under section 14A(1) of the Motor Vehicle Standards Act 1989 of the Commonwealth; and

(b) for a vehicle for which an approval has been given under that subsection, the vehicle complies with the approval conditions (if any).

(3) A vehicle need not comply with an ADR applied by clause 19(1) or 20(1) if—

(a) the vehicle may be used in transport in Australia under section 15(2) of the Motor Vehicle Standards Act 1989 of the Commonwealth; and

(b) for a vehicle for which an approval has been given under that subsection, the vehicle complies with the approval conditions (if any).
23 Partial exception to compliance with ADRs—personally imported vehicles

(1) In this clause—

*personally imported vehicle* means a vehicle built after 1968 that is imported into Australia under regulation 13 of the Motor Vehicle Standards Regulations 1989 of the Commonwealth by a person who owned and used the vehicle for a continuous period of at least—

(a) in the case of a vehicle owned by the applicant before 9 May 2000, 3 months;

(b) in any other case, 12 months—

before it was imported into Australia.

(2) A personally imported vehicle must be fitted with—

(a) seat belts that are as effective as seat belts that meet an Australian Standard or British Standard for seat belts as in force when this clause commenced; and

(b) seat belt anchorages that meet the number and location requirements of second or third edition ADR 5; and

(c) child restraint anchorages that meet the number, location, accessibility, thread size and form requirements of second edition ADR 34 or third edition ADR 5 or 34; and

(d) head restraints that meet the number, location and size requirements of second or third edition ADR 22.
(3) However, a personally imported vehicle need only meet the requirements of an ADR referred to in subclause (2) if the ADR recommends that it should apply, or applies, to a vehicle of the same type.

(4) A personally imported vehicle need not otherwise comply with an ADR applied by clause 19(1) or 20(1).

PART 4—ADOPTED STANDARDS

24 What is an adopted standard?

An adopted standard is a standard, except a national standard, that is applied, adopted or incorporated by the Vehicle Standards.

Example


25 Reference to adopted standards

Unless the contrary intention appears, a reference in a clause or subclause to an adopted standard is a reference to the standard as in force when the clause or subclause commenced.

26 Exception to compliance with adopted standards

A vehicle need not comply with an adopted standard if—

(a) the standard is replaced by, or is inconsistent with, a later version of the standard; and

(b) the vehicle complies with the later version of the standard.
PART 5—GENERAL SAFETY REQUIREMENTS

Note

For a vehicle to be operated safely, the vehicle needs to be properly designed to minimise the potential for accidents and harm to other road users.

This Part sets out various requirements covering the driver's view from a vehicle, the driver's control of a vehicle, protection of vehicle occupants and other road users, and other general safety features.

Division 1—All vehicles

27 Steering

(1) A motor vehicle with a GVM over 4:5 tonnes must have a right-hand drive.

(2) A motor vehicle with a GVM not over 4:5 tonnes must have a right-hand drive if the vehicle is less than 30 years old.

(3) A motor vehicle has a right-hand drive if the centre of at least one steering control of the vehicle is to the right of, or in line with, the centre of the vehicle.

(4) A component of the steering system of a motor vehicle that is essential for effective steering of the vehicle must be built to transmit energy by mechanical means only.

(5) Failure of a non-mechanical component of the steering system must not prevent effective steering of the vehicle.

(6) This clause does not apply to a vehicle if the vehicle is built mainly for a purpose other than the transport of goods or people by road.

28 Turning ability

(1) A motor vehicle must be able to turn in a circle not over 25 metres in diameter, measured by the outer edge of the tyre track at ground level.
(2) The vehicle must be able to comply with subclause (1) whether it turns to the left or to the right.

29 Ability to travel backwards and forwards

A motor vehicle with an unloaded mass over 450 kilograms must be able to be driven both backwards and forwards when the driver is in the normal driving position.

30 Protrusions

(1) An object fitted to a vehicle must be designed, built and fitted to the vehicle in a way that minimises the likelihood of injury to a person making contact with the vehicle.

(2) Subclause (1) does not apply to an object fitted to a vehicle if—

(a) the vehicle was designed before 1965 and the object was part of the design of the vehicle; or

(b) the object was fitted to the vehicle before 1965 in accordance with the law of the place where the object was fitted.

31 Driver's view and vehicle controls

A motor vehicle must be built—

(a) to allow the driver a view of the road and of traffic to the front and sides of the vehicle so the driver can drive the vehicle safely; and

(b) with its controls located so the driver can drive the vehicle safely.

32 Seating

A seat for a driver or passenger in a vehicle must be securely attached to the vehicle.
33 Mudguards and spray suppression

(1) A vehicle must have firmly fitted—
   (a) a mudguard for each wheel or for adjacent wheels; and
   (b) for each axle group and single axle on a vehicle that is part of a B-double—spray suppression devices complying with Parts 1 and 2 of British Standard AU200–1984 Spray Reducing Devices for Heavy Goods Vehicle.

(2) Subclause (1)(a) does not apply to a vehicle if—
   (a) the construction or use of the vehicle makes the fitting of mudguards unnecessary or impracticable; or
   (b) the body or part of the body of the vehicle acts as a mudguard.

Example
Subclause (2)(a) would apply to:
   1 timber jinkers;
   2 Most road-making plant;
   3 some agricultural equipment.

(3) A mudguard fitted to a vehicle with a GVM over 4.5 tonnes must, when the wheels of the vehicle are in position to move straight ahead—
   (a) reduce the danger of a person contacting the moving wheels; and
   (b) for the rear wheels—
      (i) cover the overall tyre width of the wheel or wheels to which it is fitted; and
      (ii) be fitted so the height above ground level of the lowest edge of the rear of the mudguard is not over one-third of
the horizontal distance between the edge and the centre of the rearmost axle.

(4) However, a mudguard may be up to—
   (a) 230 millimetres above ground level; or
   (b) on a vehicle built to be used off-road, 300 millimetres above ground level.

(5) The outside of a rear mudguard, except a mudflap, of a vehicle that can be seen from the rear of the vehicle must be coloured white or silver if the vehicle—
   (a) is at least 2.2 metres wide; and
   (b) has a body the vertical measurement of which is under 300 millimetres at the rear, measured from the lowest point of the body above ground level to the highest point; and
   (c) is not fitted with rear marking plates in accordance with clause 119 of this Schedule.

(6) For the purposes of subclause (5)(a), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

34 **Horns, alarms etc.**

(1) A motor vehicle must be fitted with at least one horn or other device that can give sufficient audible warning to other road users of the approach or position of the vehicle.

(2) A motor vehicle must not be fitted with a device that can make a sound like the sound of a siren, exhaust whistle, compression whistle or repeater horn.
(3) Subclause (2) does not apply to—

(a) a police vehicle; or
(b) an emergency vehicle; or
(c) a transport enforcement vehicle; or
(d) an Australian Protective Service vehicle; or
(e) an Australian Customs Service vehicle; or
(f) an Airservices Australia vehicle; or
(g) a vehicle at least 25 years old that is fitted as
   a police or emergency vehicle if—
   (i) the vehicle is used for exhibition
       purposes; or
   (ii) it is part of a collection of former police
       vehicles or emergency vehicles; or
(h) an anti-theft alarm if the alarm cannot be
   operated while the vehicle's ignition is on.

(4) A motor vehicle may be fitted with a device that
emits a regular, intermittent sound while the
vehicle is reversing or in reverse gear.

(5) The device must not be louder than is necessary so
the driver, and a person near the vehicle, can hear
the device when it is operating.

35 Rear vision mirrors

(1) A rear vision mirror or mirrors must be fitted to a
motor vehicle as required by this clause so that a
driver of the vehicle can clearly see by reflection
the road behind the vehicle and any following or
overtaking vehicle.

(2) At least one rear vision mirror must be fitted to—
   (a) a car; and
   (b) a motor trike with 2 front wheels; and
(c) a motor cycle, or motor trike with one front wheel, built before July 1975.

(3) At least one rear vision mirror must be fitted to each side of—

(a) a motor vehicle with a GVM over 3.5 tonnes; and

(b) a motor cycle, or motor trike with one front wheel, built after June 1975.

(4) A motor vehicle with a GVM not over 3.5 tonnes (except a motor vehicle mentioned in subclause (2) or (3)) must be fitted with—

(a) at least one rear vision mirror on the right side of the vehicle; and

(b) at least one rear vision mirror on the left side of the vehicle or inside the vehicle.

(5) A rear vision mirror fitted to a motor vehicle with a GVM over 3.5 tonnes must not project over 150 millimetres beyond the widest part (excluding lights, signalling devices and reflectors) of the vehicle or combination.

(6) Despite subclause (5), the rear vision mirror may project not over 230 millimetres beyond the widest part of the vehicle or combination if it can fold to project not over 150 millimetres beyond the widest part.

36 Rear vision mirrors—surfaces

(1) A rear vision mirror required to be fitted to the side of a motor vehicle with a GVM over 3.5 tonnes must have a reflecting surface of at least 150 square centimetres.

(2) A rear vision mirror required to be fitted to the right side of a motor vehicle with a GVM over 3.5 tonnes must have a flat reflecting surface if—
(a) the motor vehicle has only one steering control; and
(b) the centre of the steering control is to the right of, or in line with, the centre of the motor vehicle.

(3) The reflecting surface of the rear vision mirrors that are required to be fitted to a motor cycle or moped under clause 35 must—
   (a) each be of the same curvature; and
   (b) if convex, be part of a notional sphere with a radius of at least 1.2 metres.

37 Additional rear vision mirrors

A motor vehicle may be fitted with additional rear vision mirrors or mirror surfaces that are flat or convex or a combination of flat and convex surfaces.

38 Automatic transmission

(1) A motor vehicle fitted with an automatic transmission must have an engine starter mechanism that cannot operate when the transmission control is in a position to drive the vehicle.

(2) A vehicle built after 1975 that is fitted with an automatic transmission must have an indicator in the driver's compartment showing the transmission control position.

(3) Subclauses (1) and (2) do not apply to a motor vehicle with less than 4 wheels.

39 Diesel engines

A motor vehicle propelled by a compression ignition engine (commonly known as a diesel engine) must be fitted with a device preventing the engine from being started accidentally or inadvertently.
40 Bonnet securing devices

(1) A motor vehicle with a moveable body panel forward of the windscreen that covers an engine or luggage storage or battery compartment, must have a device to secure the panel.

(2) Despite subclause (1), if the panel opens from the front in a way that partly or completely obstructs the driver's forward view through the windscreen, the panel must have primary and secondary devices to secure the panel.

41 Electrical wiring, components connections and installations

(1) The wiring of electrical equipment of a vehicle, except the high tension ignition wiring, must—

(a) be supported at intervals of not over 600 millimetres, unless the vehicle is a pole-type trailer with a pole with an adjustable length, or an extendible trailer; and

(b) be insulated at each of its joints; and

(c) be located where it cannot—

   (i) become overheated; or

   (ii) contact moving parts; or

   (iii) come near enough to the fuel system to be a fire hazard; and

(d) be protected from chafing.

(2) The electrical components of a vehicle must be securely mounted.

(3) The electrical connectors between motor vehicles and trailers, for operation of the vehicle lights required by the Vehicle Standards, must comply with Australian Standard AS 2513–1982 Electrical Connections for Trailer Vehicles.
(4) A trailer must be equipped with an electrical conductor, independent of the trailer coupling, that provides a return path between the electrical circuits of the trailer and towing vehicle.

(5) The electrical wiring, connections and installations of a semi-trailer, dog trailer or converter dolly used in a road train over 19 metres long after June 1998 must comply with third edition ADR 63, whether or not it was built before the date stated in the ADR for vehicles of that type.

42 Television receivers and visual display units

(1) A television receiver or visual display unit must not be installed in a vehicle so any part of the image on the screen is visible to the driver from the normal driving position.

(2) Subclause (1) does not apply to—
   
   (a) a television receiver or visual display unit that cannot be operated when the vehicle is moving; or
   
   (b) a driver's aid in any vehicle or a destination sign in a bus.

Example

1  Closed-circuit television security cameras.
2  Dispatch systems.
3  Navigational or intelligent highway and vehicle system equipment.
4  Rearview screens.
5  Ticket-issuing machines.
6  Vehicle monitoring devices.

(3) A television receiver, or visual display unit, and its associated equipment in a vehicle must be securely mounted in a position that—
(a) does not obscure the driver's view of the road; and

(b) does not impede the movement of a person in the vehicle.

43 Windscreens and windows

(1) Transparent material used in a windscreen, window, or an interior partition, of a motor vehicle must be of approved material if—

(a) the vehicle was built after June 1953; or

(b) the material was first fitted to the vehicle after June 1953.

(2) In this clause—

approved material means material with the same characteristics as material mentioned in any of the following standards—

(a) Australian Standard AS R1–1965 Safety Glass for Land Transport;

(b) Australian Standard AS R1–1968 Safety Glass for Land Transport;

(c) Australian Standard AS 2080–1977 Safety Glass for Vehicles;


(e) British Standard BS 5282:1975 Specification for Road Vehicle Safety Glass;

(f) British Standard BS AU178:1980 Specification for Road Vehicle Safety Glass;

(g) Japanese Industrial Standard JIS R 3211–1979 Safety Glasses for Road Vehicles;
(h) American National Standard
Safety Glazing Materials for Glazing
Motor Vehicles Operating on Land
Highway;

transparent material does not include any coating
added to the windscreen, window or partition
after its manufacture.

44 Window tinting

(1) Glazing used in a windscreen of a motor vehicle
must have a luminous transmittance of at least—
   (a) for a motor vehicle built after 1971, 75%; or
   (b) in any other case, 70%.

(2) Windscreen glazing of a motor vehicle must not
be coated in a way that reduces its luminous
transmittance.

(3) Subclauses (1) and (2) do not apply to the area of
a windscreen that is—
   (a) above the highest point of the windscreen in
      front of the driver's seating position swept by
      the windscreen wiper; or
   (b) the top 10% of the windscreen as measured
      in front of the driver's seating position; or
   (c) above a horizontal line 200 millimetres
      above the level of the driver's eyes.

(4) Glazing used in a window or interior partition of a
motor vehicle must have a luminous transmittance
of at least 70%.

(5) Glazing behind the rear of the driver's seat or in a
side window forward of the rear of the driver's
seat may be coated to achieve a luminous
transmittance of not less than 35%.
(6) Glazing that has been coated to reduce its luminous transmittance must not have a reflectance of over 10%.

(7) The luminous transmittance requirements in subclause (5) apply to a vehicle instead of the corresponding requirements in the relevant ADR.

(8) In this clause—

*glazing* means any transparent material or combination of transparent materials fitted to a vehicle and available to the driver to obtain a view of the road and other road users;

*luminous transmittance*, for glazing, means the amount of light that can pass through the glazing as a percentage of the amount of light that would be transmitted if the glazing were absent.

## 45 Windscreen wipers and washers

(1) A motor vehicle with 3 or more wheels that is fitted with a windscreen must be fitted with at least one windscreen wiper unless a driver in a normal driving position can obtain an adequate view of the road ahead of the motor vehicle without looking through the windscreen.

(2) At least one windscreen wiper fitted to the motor vehicle must—

(a) be able to remove moisture from the part of the windscreen in front of the driver to allow the driver an adequate view of the road ahead of the motor vehicle when the windscreen is wet; and

(b) be able to be operated from a normal driving position; and
(c) for a motor vehicle built after 1934, continue to operate until the wiper is switched off; and

(d) for a motor vehicle built after 1959 the driving position of which is nearer one side of the vehicle than the other—

(i) be able to remove moisture from the part of the windscreen in front of the driver, and a corresponding part of the windscreen on the other side of the centre of the motor vehicle, to allow the driver an adequate view of the road ahead of the motor vehicle when the windscreen is wet; and

(ii) if the windscreen wipers are operated by engine manifold vacuum, be provided with a vacuum reservoir or pump to maintain the efficient operation of the wiper or wipers while the vehicle is in motion.

(3) If the motor vehicle was built after 1982 and has a GVM over 4.5 tonnes, it must also be fitted with a windscreen washer that can direct water onto the windscreen within the area swept by a windscreen wiper so the wiper can spread the water to all of the area swept by the wiper.

Note

The ADRs require certain vehicles with a GVM not over 4.5 tonnes to be fitted with a windscreen washer.

(4) The windscreen washer must be able to be operated from a normal driving position.
46 Wheels and tyres—size and capacity

The wheels and tyres fitted to an axle of a vehicle must be of sufficient size and capacity to carry the part of the vehicle's gross mass transmitted to the ground through the axle.

47 Pneumatic tyres generally

A vehicle built after 1932 must be fitted with pneumatic tyres.

48 Pneumatic tyres—carcass construction

(1) A vehicle with a GVM not over 4.5 tonnes must not have pneumatic tyres of different carcass construction fitted to the same axle, but the tyres may have different cord materials and a different number of plies.

(2) Subclause (1) does not apply to a tyre being used in an emergency as a temporary replacement for a tyre complying with that subclause.

49 Pneumatic tyres—size and capacity

The size and capacity of a pneumatic tyre to be fitted to a vehicle must be decided using a cold inflation pressure that is not more than the lesser of—

(a) the pressure recommended by the tyre manufacturer; and

(b) a pressure of—

(i) for a radial ply tyre, 825 kilopascals; or

(ii) for another tyre, 700 kilopascals.

50 Tyres—defects

A tyre fitted to a vehicle must be free of any apparent defect that could make the vehicle unsafe.
51 Tyres for use on vehicles with GVM over 4.5 tonnes

(1) A tyre fitted to a vehicle with a GVM over 4.5 tonnes must be suitable for road use at the lesser of—
   (a) 100 km/h; and
   (b) the vehicle's top speed.

(2) This clause applies to a vehicle instead of the tyre speed category requirements in the relevant ADR.

52 Tyres—manufacturer's rating

(1) This clause applies to a motor vehicle if the vehicle—
   (a) has 4 or more wheels; and
   (b) was built after 1972; and
   (c) has a GVM not over 4.5 tonnes.

(2) This clause does not apply to a tyre if the tyre—
   (a) is recommended by the vehicle builder as suitable for limited use on the vehicle in special circumstances at a speed less than the speed applying to the vehicle under subclause (3); or
   (b) is being used in an emergency as a temporary replacement for a tyre complying with this clause.

(3) A tyre fitted to a motor vehicle must, when first manufactured, have been rated by the tyre manufacturer as suitable for road use at the lesser of—
   (a) a speed of at least—
       (i) for a car with special features for off-road use, 140 km/h; or
       (ii) for any other car, 180 km/h; or
(iii) for any other motor vehicle, 120 km/h; and

(b) the vehicle's top speed.

Example
A four-wheel drive vehicle is a car referred to in clause 52(3)(a)(i).

(4) This clause applies to a vehicle instead of the tyre speed category requirements in the relevant ADR.

53 Retreads

A tyre that is retreaded after the commencement of this clause on 8 November 2009 must not be used on a vehicle if—

(a) Australian Standard AS 1973–1993 Pneumatic Tyres—Passenger Car, Light Truck and Truck/Bus—Retreading and Repair Processes applies to the tyre; and

(b) the tyre was not retreaded in accordance with the Australian Standard.

Note
The Australian Standards mentioned in this clause require various markings on retreaded tyres. These may include a speed rating less than the rating originally marked on the tyre.

54 Tyre tread

(1) A tyre on a motor vehicle must not have cleats or other gripping devices that could damage road surfaces.

(2) Except at tread wear indicators, a tyre fitted to the vehicle must have a tread pattern at least 1.5 millimetres deep in a band that runs continuously—
(a) across—
   (i) for a vehicle with a GVM over 4.5 tonnes, at least 75% of the tyre width that normally comes into contact with the road; or
   (ii) for any other vehicle, the tyre width that normally comes into contact with the road; and

(b) around the whole circumference of the tyre.

(3) A vehicle must not be fitted with a tyre that has been treated by recutting or regrooving the tread rubber, unless the tyre was—
   (a) constructed with an extra thickness of rubber designed for recutting or regrooving; and
   (b) labelled to indicate the construction.

Division 2—Additional requirements for motor cycles

55 Steering gear and handlebars

(1) The handlebars on a motor cycle must extend at least 250 millimetres, but not over 450 millimetres, on each side of the centre line of the vehicle.

(2) In taking a measurement for subclause (1), mirrors and lights mounted on the handlebars of the motor cycle are disregarded.

(3) The lowest part of the hand grip on the handlebars must not be higher than 380 millimetres above the attachment point of the handlebars to the motor cycle.

(4) Hand grips on the handlebars must be fitted symmetrically.
(5) If a motor cycle has the head stem as the steering pivot point, the horizontal distance from the midpoint between the head stem bearings to the centre of the front wheel must not be over 550 millimetres.

Example

Illustration of maximum horizontal distance from midpoint between head stem bearings of motor cycle to centre of front wheel.

56 Foot rests

A motor cycle must be fitted with foot rests for the driver, and for any passenger for whom a seating position is provided.

57 Chain guards

(1) If the engine power of a motor cycle is transmitted to the rear wheel by a chain, the driver and any passenger must be protected from the front sprocket and at least the upper part of the chain by—

(a) the frame or equipment of the motor cycle; or

(b) a chain guard.

(2) A chain guard must cover the chain to a point—

(a) at least 300 millimetres to the rear of the rearmost foot rest; or

(b) above the centre of the rear drive sprocket.
PART 6—VEHICLE MARKING

Note
This Part contains requirements for a vehicle that help to identify the vehicle and, if the vehicle is unusually long, to warn other motorists.

58 Vehicle and engine identification numbers

(1) In this clause, number includes letter.

(2) A motor vehicle must have an individual engine identification number clearly stamped, embossed or otherwise permanently marked on it.

(3) A motor vehicle built after 1930 must have the engine identification number on its engine block or the main component of its engine.

(4) A vehicle must have an individual vehicle identification number clearly stamped, embossed or otherwise permanently marked on a substantial part of its frame or chassis.

(5) A vehicle or engine identification number must be located where a person can read it easily without having to use tools to remove a part of the vehicle that would otherwise obstruct the person's view.

58A Identification plate

If a vehicle is required by the Motor Vehicle Standards Act 1989 of the Commonwealth to have an identification plate, it must have one.

59 White or silver band on certain vehicles

(1) This clause applies to a vehicle that—

(a) is at least 2.2 metres wide; and

(b) has a body with a vertical measurement under 300 millimetres at the rear, measured from the lowest point of the body above ground level to the highest point; and
(c) is not fitted with rear marking plates in accordance with clause 119.

(2) For the purposes of subclause (1)(a), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

(3) The vehicle must have a white or silver band at least 75 millimetres high across the full width of the rearmost part of the body of the vehicle.

60 Warning signs for vehicles over 22 metres long

(1) A vehicle that is over 22 metres long must display a long vehicle warning sign complying with this clause and clause 62.

(2) A long vehicle warning sign must be fitted horizontally at the rear of the vehicle.

(3) This clause does not apply to—

(a) a class 1 vehicle; or

Note
The requirements for warning signs on class 1 vehicles are found in Division 4 of Part 1 of Schedule 7.

(b) a road train; or

Note
The requirements for warning signs on road trains are found in clause 23 of Schedule 8.

(c) a class 3 vehicle referred to in regulation 193(1)(e) (vehicles carrying hay).

Note
The requirements for warning signs on vehicles carrying hay are found in clause 30 of Schedule 9.
61 Warning signs for pilot and escort vehicles

The requirements for warning signs for pilot and escort vehicles that accompany class 1 vehicles are contained in Part 5 of Schedule 7.

62 Specifications for warning signs

(1) A road train or long vehicle warning sign must be manufactured in one or 2 parts from sheet steel 0.8 millimetres thick or another material of at least the same stiffness, unless it is designed to be fixed to a vehicle using an adhesive.

(2) The warning sign must be at least 1.02 metres wide and at least 250 millimetres high.

(3) A road train warning sign must display the words "road train", and a long vehicle warning sign must display the words "long vehicle", in black capital letters at least 180 millimetres high in typeface Series B (N) that complies with Australian Standard AS 1744 Forms of Letters and Numerals for Road Signs.

(4) If the warning sign is in 2 parts, one word of the expression "road train" or "long vehicle" must be on one part and the other word of the expression must be on the other part.

(5) The warning sign must display the sign manufacturer's name or logo, and the brand and class of retro-reflective material used, in block letters not over 10 millimetres high.

(6) The warning sign must have a black border.

(7) The warning sign must be coated with yellow retro-reflective material of class 1 or 2 that meets Australian Standard AS 1906 Retro-reflective Materials and Devices for Road Traffic Control Purposes.
(8) The warning sign must be fitted so—
   (a) no part of the sign is—
      (i) over 1.8 metres above ground level; or
      (ii) under 500 millimetres above ground level; and
   (b) if the sign is in 2 parts, the parts are fitted at the same height above ground level.

Example

Illustration of the positioning of a warning sign.

63 Left-hand drive signs

   (1) This clause applies to a motor vehicle with a GVM over 4.5 tonnes that has the centre of a steering control to the left of the centre of the vehicle.

   (2) The vehicle must display the words "left hand drive" on the rear of the vehicle.

   (3) The words must be in letters at least 75 millimetres high, and in a colour contrast with the background to the words.
PART 7—VEHICLE CONFIGURATION AND DIMENSIONS

Note
This Part sets out various requirements covering the suspension on vehicles and size limits for single vehicles and combinations of vehicles, so that they can be operated safely with other traffic, without taking up too much road space or damaging the road and structures on the road.

Generally, the limits in this Part apply to a vehicle and any load it may be carrying.

Specific requirements for loaded vehicles are covered by other laws.

Division 1—Axles

64 Axle configuration

(1) A motor vehicle, except an articulated bus, must have only—
   (a) one axle group, or single axle, towards the front of the vehicle; and
   (b) one axle group, or single axle, towards the rear of the vehicle.

(2) An articulated bus must have—
   (a) on its front section—
      (i) only one axle group, or single axle, towards the front of the section; and
      (ii) only one axle group, or single axle, towards the rear of the section; and
   (b) on any other section, only one axle group or single axle.

(3) A trailer must have only—
   (a) one axle group or single axle; or
   (b) 2 axle groups, 2 single axles, or one axle group and single axle, in the following configuration—
(i) one axle group, or single axle, towards the front of the vehicle, with all the wheels on the axle group or single axle connected to the steering mechanism for that part of the trailer;

(ii) one axle group, or single axle, towards the rear of the vehicle.

(4) A semi-trailer that is extendible, or is fitted with sliding axles, must—

(a) have a securing device that—

(i) can securely fix the extendible part or sliding axles to the rest of the vehicle in any position of adjustment provided; and

(ii) is located in a position that can prevent accidental or inadvertent release, if the device is mounted on the chassis of the vehicle; and

(iii) is fitted with a visible or audible warning system to indicate to a person standing beside the vehicle that the device is not engaged; and

(iv) is fitted with a way of preventing loss of air from the air brake supply, if the device uses air from the brake system and fails in a way allowing air to escape; and

(v) is held in the applied position by direct mechanical action without the intervention of an electric, hydraulic or pneumatic device; and

(b) be built so the adjustable parts of the vehicle remain connected if the securing device fails.
65 Relation between axles in axle group

The axles in an axle group, except a twinsteer axle group, fitted to a vehicle with a GVM over 4.5 tonnes must relate to each other through a load-sharing suspension system.

Division 2—Dimensions

66 Width

The maximum width for a vehicle is specified in regulation 165 or the relevant provisions of Schedule 7, 8 or 9.

67 Length of single motor vehicles

The maximum length for a motor vehicle is specified in regulation 166 or the relevant provisions of Schedule 7, 8 or 9.

68 Length of single trailers

The maximum length for a trailer is specified in regulation 167 or the relevant provisions of Schedule 7, 8 or 9.

69 Length of combinations

The maximum length for combinations is specified in regulation 168 or the relevant provisions of Schedule 7, 8 or 9.

70 Rear overhang

The requirements in respect of the rear overhang of vehicles are specified in regulation 169 or in Schedule 7.

71 Trailer drawbar length

The requirements in respect of the length of trailer drawbars are specified in regulation 170.
72 **Height**

The maximum height for vehicles is specified in regulation 164 or the relevant provisions of Schedule 7, 8 or 9.

73 **Ground clearance**

The requirements for the ground clearance of vehicles are specified in regulation 171.

**PART 8—LIGHTS AND REFLECTORS**

*Note*

This Part deals with how the lights on a vehicle must be fitted and works so that the driver can see the road, pedestrians and other vehicles at night, and can signal to others.

Other laws provide for when certain lights must be switched on.

In this Part, the description "yellow" is used as a more modern term, instead of the description "amber" which is used in earlier legislation and some ADRs.

**Division 1—General requirements for lights**

74 **Certain requirements apply only at night**

The requirements of this Part for a light, except a brake or direction indicator light, to be visible over a stated distance apply only at night.

75 **Prevention of glare**

A light, except a high-beam headlight, fitted to a vehicle must be built and adjusted to provide the necessary amount of light, without dazzling the driver of another vehicle approaching, or being approached by, the vehicle.
76 Pairs of lights

(1) If lights are required under the Vehicle Standards to be fitted to a vehicle in pairs—
   (a) a light must be fitted on each side of the longitudinal axis of the vehicle; and
   (b) the centre of each light in a pair must be the same distance from the longitudinal axis of the vehicle; and
   (c) the centre of each light in a pair must be at the same height above ground level; and
   (d) each light in a pair must project approximately the same amount of light of the same colour.

(2) Subclause (1) applies to a motor cycle with an attached sidecar as if the sidecar were not attached.

Division 2—Headlights

77 Headlights to be fitted to vehicles

(1) A motor vehicle must be fitted with—
   (a) one low-beam headlight if it is a moped, motor cycle, or motor trike with one front wheel; or
   (b) a pair of low-beam headlights if it has 4 or more wheels or is a motor trike, except a moped, with 2 front wheels.

(2) If a motor vehicle built after 1934 can travel at over 60 km/h—
   (a) each low-beam headlight mentioned in subclause (1) must be able to work in the high-beam position; or
(b) the vehicle must be fitted with—

(i) one headlight that can work in the high-beam position if the vehicle is required to have one low-beam headlight; or

(ii) a pair of headlights that can work in the high-beam position.

(3) A motor cycle may be equipped with a headlight modulation system that—

(a) varies the brightness of its high-beam headlight or low-beam headlight, but not both, at a rate of at least 200 flashes a minute and at most 280 flashes a minute; and

(b) is designed to operate only in the daytime.

(4) Additional headlights may be fitted to a motor cycle or motor trike, or a motor vehicle with 4 or more wheels that was built before 1970.

(5) Additional pairs of headlights may be fitted to a motor vehicle with 4 or more wheels that was built after 1969.

78 How headlights are to be fitted

(1) The centres of low-beam headlights fitted as a pair on a motor vehicle with 4 or more wheels must be at least 600 millimetres apart.

(2) Subclause (1) does not apply to a motor vehicle built before 1970 if the centres of its low-beam headlights—

(a) were under 600 millimetres apart when the vehicle was built; and

(b) are not nearer than they were when the vehicle was built.
(3) Each low-beam headlight of a pair on a motor trike (except a moped) with 2 front wheels must not be over 400 millimetres from the nearer side of the vehicle.

(4) The centre of a low-beam headlight fitted to a motor vehicle built after June 1953 must be—

(a) at least 500 millimetres above ground level; and

(b) not over 1.4 metres above ground level.

79 How single headlights are to be fitted

(1) A motor cycle or trike with a single headlight fitted must have the light fitted in the centre.

(2) Subclause (1) applies to a motor cycle with an attached sidecar as if the sidecar were not attached.

80 How additional headlights are to be fitted

If 2 or more additional headlights are fitted to a motor vehicle with 4 or more wheels, the additional headlights must as far as possible be fitted in pairs.

81 Performance of headlights

(1) When on, a headlight, or additional headlight, fitted to a vehicle must—

(a) show only white light; and

(b) project its main beam of light ahead of the vehicle.

(2) Headlights must be fitted to a vehicle so their light does not reflect off the vehicle into the driver's eyes.
82 Effective range of headlights

(1) This clause applies to a headlight that is on at night.

(2) A low-beam headlight must illuminate the road ahead of the vehicle for at least 25 metres.

(3) A high-beam headlight must illuminate the road ahead of the vehicle for at least 50 metres.

(4) However, a low-beam headlight fitted to a motor vehicle built before 1931, or a moped, need only illuminate the road ahead of the vehicle for 12 metres.

83 Changing headlights from high-beam to low-beam position

(1) A motor vehicle built after 1934 that can travel at over 60 km/h must be fitted with—

   (a) a dipping device enabling the driver in the normal driving position—

      (i) to change the headlights from the high-beam position to the low-beam position; or

      (ii) simultaneously to switch off a high-beam headlight and switch on a low-beam headlight; and

   (b) for a vehicle built after June 1953, a device to indicate to the driver that the headlights are in the high-beam position.

(2) A headlight fitted to a vehicle not fitted with a dipping device mentioned in subclause (1)(a) must operate in the low-beam position.

(3) When a headlight fitted to a vehicle is switched to the low-beam position, any other headlight on the vehicle must operate only in the low-beam position or be off.
84 Parking lights

(1) A motor vehicle built after June 1953 must be fitted with—

(a) a pair of parking lights if it is a motor trike with 2 front wheels (except a moped) or a motor vehicle with 4 or more wheels; or

(b) at least one parking light if it is a motor cycle with an attached sidecar, or a motor trike with one front wheel, (except a moped).

(2) A pair of parking lights fitted to a motor vehicle with 4 or more wheels must be fitted with the centre of each light—

(a) at least 600 millimetres from the centre of the other light; and

(b) not over 510 millimetres from the nearer side of the vehicle.

(3) However, a pair of parking lights fitted to a motor vehicle under 1300 millimetres wide may be fitted with the centre of each light not under 400 millimetres from the centre of the other light.

(4) A parking light fitted to a motor trike with 2 front wheels must not be over 400 millimetres from the nearer side of the vehicle.

(5) A parking light fitted to a motor cycle with a sidecar must be fitted not over 150 millimetres from the side of the sidecar furthest from the motor cycle.
Example

Illustration of the location of parking lights on a vehicle.

(6) When on, a parking light must—

   (a) show a white or yellow light visible
       200 metres from the front of the vehicle; and

   (b) not use over 7 watts of power.

(7) A parking light fitted to a motor vehicle built after
    1969 must be wired so the parking light is on
    when a headlight on the vehicle is on.

(8) A parking light fitted to a sidecar attached to a
    motor cycle must be wired to operate when a
    headlight, tail light or parking light on the motor
    cycle is on.

(9) For the purposes of subclause (3), the width of a
    vehicle is measured disregarding any anti-skid
    device mounted on wheels, central tyre inflation
    systems, lights, mirrors, reflectors, signalling
    devices and tyre pressure gauges.
Division 4—Daytime running lights

85 Daytime running lights

(1) A pair of daytime running lights may be fitted to a motor vehicle.

(2) A pair of daytime running lights fitted to a vehicle with 4 or more wheels must be fitted with the centre of each light—

(a) at least 600 millimetres from the centre of the other light; and

(b) not over 510 millimetres from the nearer side of the vehicle.

(3) However, a pair of daytime running lights fitted to a motor vehicle under 1300 millimetres wide may be fitted with the centre of each light not under 400 millimetres from the centre of the other light.

Example

![Illustration of location of daytime running lights on a vehicle.](image)

(4) When on, a daytime running light must—

(a) show a white or yellow light visible from the front of the vehicle; and

(b) not use over 25 watts of power.

Note

The third edition ADRs only allow white daytime running lights.
(5) Daytime running lights must be wired so they are off when a headlight, except a headlight being used as a flashing signal, is on.

(6) For the purposes of subclause (3), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

Division 5—Tail lights

86 Tail lights generally

(1) A vehicle must have at least one tail light fitted on or towards the rear of the vehicle.

(2) A motor trike with 2 rear wheels, or a motor vehicle with 4 or more wheels, built after 1959 must have at least one tail light fitted on or towards each side of the rear of the vehicle.

(3) A trailer built after June 1973 must have at least one tail light fitted on or towards each side of the rear of the vehicle.

(4) The centre of a tail light mentioned in subclause (1), (2) or (3) must not be over—

(a) 1.5 metres above ground level; or

(b) if it is not practicable to fit the light lower—2.1 metres above ground level.

(5) A vehicle may have one or more additional tail lights at any height above ground level.

87 Pattern of fitting tail lights

(1) If only one tail light is fitted to a vehicle, it must be fitted in the centre or to the right of the centre of the vehicle's rear.
(2) Subclause (1) applies to a motor cycle with an attached sidecar as if the sidecar were not attached.

(3) If 2 or more tail lights are fitted to a vehicle, at least 2 must be fitted as a pair.

**Example**

Illustration of location of tail lights on a vehicle.

(4) Tail lights fitted in accordance with this Division may also serve as rear clearance lights if they are fitted to a vehicle in accordance with clause 93(3).

### 88 Performance of tail lights

(1) When on, a tail light of a vehicle must—

   (a) show a red light visible 200 metres from the rear of the vehicle; and

   (b) not use over 7 watts of power.

(2) A tail light fitted to a street rod vehicle may incorporate a blue lens not over 20 millimetres in diameter.
89 Wiring of tail lights

A tail light of a motor vehicle must be wired to come on, and stay on, when a parking light or headlight on the vehicle is on, unless an external switch is fitted to operate the tail light.

Division 6—Number plate lights

90 Number plate lights

(1) At least one number plate light must be fitted to the rear of a vehicle.

(2) When on, the number plate light or lights must illuminate a number plate on the rear of the vehicle with white light, so the characters on the number plate can be read at night 20 metres from the rear of the vehicle.

(3) A number plate light—
   (a) may be combined with another light; and
   (b) must not project white light to the rear of the vehicle except by reflection; and
   (c) must not obscure the characters on the number plate; and
   (d) must be wired to come on, and stay on, when a parking light, headlight or tail light on the vehicle is on.

Division 7—Clearance lights

91 Front clearance lights

(1) Front clearance lights may only be fitted to a vehicle that is at least 1.8 metres wide.

(2) A pair of front clearance lights must be fitted to a motor vehicle that is at least 2.2 metres wide, or a prime mover.
(3) The centre of a front clearance light must be—
   (a) not over 400 millimetres from the nearer side
       of the vehicle; and
   (b) if the vehicle was built after June 1953—
       (i) at least 750 millimetres higher than the
           centre of any low-beam headlight fitted
           to the vehicle; or
       (ii) not lower than the top of the
           windscreen.

(4) However, a front clearance light may be mounted
    on an external rear vision mirror or a mirror
    support if, when the mirror is correctly adjusted,
    no part of the lens of the clearance light is visible
    to a person in the normal driving position.

(5) When on, a front clearance light must—
    (a) show a yellow or white light visible
        200 metres from the front of the vehicle; and
    (b) not use over 7 watts of power.

92 External cabin lights

(1) A motor vehicle fitted with front clearance lights
    may also have additional forward-facing lights on
    or above the roof of its cabin.

(2) The additional forward-facing lights must be
    spaced evenly between the front clearance lights,
    with their centres at least 120 millimetres apart.

(3) When on, an additional forward-facing light
    must—
    (a) show a yellow or white light; and
    (b) not use over 7 watts of power.
93 Rear clearance lights

(1) Rear clearance lights may only be fitted to a vehicle that is at least 1.8 metres wide.

(2) A pair of rear clearance lights must be fitted to the rear of a vehicle that is at least 2.2 metres wide.

(3) The centre of a rear clearance light must be—
   (a) not over 400 millimetres from the nearer side of the vehicle; and
   (b) if practicable, at least 600 millimetres above ground level.

(4) When on, a rear clearance light must—
   (a) show a red light visible 200 metres from the rear of the vehicle; and
   (b) not use over 7 watts of power.

Division 8—Side marker lights

94 Vehicles needing side marker lights

(1) A pair of side marker lights must be fitted towards the rear of the sides of a motor vehicle that is over 7.5 metres long and at least 2.2 metres wide.

(2) A pole-type trailer, and a motor vehicle built to tow a pole-type trailer, with at least one cross-bar or bolster must have a side marker light fitted to each side of the back or only cross-bar or bolster.

(3) A pole-type trailer with 2 or more cross-bars or bolsters may also have a side marker light fitted to each side of the front cross-bar or bolster.

(4) At least 2 side marker lights must be fitted to each side of—
   (a) a trailer, except a pole-type trailer, that is at least 2.2 metres wide and not over 7.5 metres long; and
(b) a semi-trailer that is not over 7.5 metres long.

(5) At least 3 side marker lights must be fitted to each side of—

(a) a trailer, except a pole-type trailer, that is at least 2.2 metres wide and over 7.5 metres long; and

(b) a semi-trailer that is over 7.5 metres long.

(6) For the purposes of subclauses (1), (4) and (5), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

95 Location of side marker lights

(1) The centre of a side marker light must not be over 150 millimetres from the nearer side of the vehicle.

(2) A front side marker light fitted to a motor vehicle must be towards the front of the side of the vehicle with no part of the lens visible to the driver.

(3) The centre of a front side marker light fitted to a trailer must be—

(a) within 300 millimetres of the front of the side of the trailer; or

(b) if the construction of the trailer makes it impracticable to comply with paragraph (a), as near as practicable to the front of the trailer.
(4) The centre of a rear side marker light fitted to a vehicle must be—

(a) within 300 millimetres of the rear of the side of the vehicle; or

(b) if the construction of the vehicle makes it impracticable to comply with paragraph (a), as near as practicable to the rear of the vehicle.

(5) Side marker lights fitted to a vehicle must, as far as practicable, be evenly spaced along the side of the vehicle.

(6) Subclauses (2) to (5) do not apply to side marker lights fitted to a cross-bar or bolster of a pole-type trailer.

(7) Only the side marker lights nearest to the rear need be fitted if complying with subclauses (3) and (4) would result in the front and rear side marker lights being under 2·5 metres apart.

(8) A side marker light fitted to a vehicle must be fitted so—

(a) its centre is not over—

(i) 1·5 metres above ground level; or

(ii) if it is not practicable to fit it lower, 2·1 metres above ground level; and

(b) its centre is at least 600 millimetres above ground level; and

(c) it is, as far as practicable, in a row of side marker lights along the side of the vehicle.

(9) Subclause (8)(a) does not apply to a side marker light that is not required to be fitted to the vehicle by clause 94.
96 **Performance of side marker lights**

(1) When on, a side marker light fitted to a vehicle must—

(a) show a light visible 200 metres from the vehicle; and

(b) not use over 7 watts of power.

(2) When on, a side marker light fitted to a vehicle must show—

(a) to the front of the vehicle, a yellow light; and

(b) to the rear of the vehicle—

(i) if the light also operates as a rear light or reflector, a red light; and

(ii) in any other case, a red or yellow light.

(3) However, if a pole-type trailer with 2 or more cross-bars or bolsters has the side marker lights permitted by clause 94(3)—

(a) the side marker lights fitted to the front cross-bar or bolster may comply with subclause (2)(a) only; and

(b) the side marker lights fitted to the back cross-bar or bolster may comply with subclause (2)(b) only.

97 **Side marker lights and rear clearance lights**

The side marker light nearest to the rear of a vehicle may also be a rear clearance light for clause 93.
Division 9—Brake lights

98 Fitting brake lights

(1) A brake light must be fitted to the rear of a vehicle built after 1934.

(2) A pair of brake lights must be fitted to the rear of—

(a) a motor vehicle built after 1959 that has 4 or more wheels; and

(b) a motor trike built after 1959 that has 2 rear wheels; and

(c) a trailer built after June 1973.

(3) The centre of a brake light must be—

(a) at least 350 millimetres above ground level; and

(b) not over—

(i) 1.5 metres above ground level; or

(ii) if it is not practicable to fit the light lower—2.1 metres above ground level.

(4) A vehicle may be fitted with one or more additional brake lights.

(5) The centre of an additional brake light must be at least 350 millimetres above ground level.

(6) If only one brake light is fitted to a vehicle, it must be fitted in the centre or to the right of the centre of the vehicle's rear.

(7) Subclause (6) applies to a motor cycle with an attached sidecar as if the sidecar were not attached.
Example

Illustration of location of brake lights on a vehicle.

99 Performance and operation of brake lights

(1) When on, a brake light must show a red light visible 30 metres from the rear of the vehicle.

(2) A brake light fitted to a street rod vehicle may incorporate a blue lens not over 20 millimetres in diameter.

(3) A brake light fitted to a motor vehicle must come on, if it is not already on, when—
   (a) for a vehicle with 4 or more wheels or built after 1974, a service brake is applied; or
   (b) for another vehicle, the rear wheel brake is applied.

(4) Subclause (3) does not apply if the controls in the vehicle that start the engine are in a position that makes it impossible for the engine to operate.

(5) A brake light on a trailer must come on when—
   (a) the brake light of the towing vehicle comes on; or
   (b) a brake control on the towing vehicle, which independently activates the service brake on the trailer, is operated.
(6) A brake light may be operated by an engine brake, retarder, or similar device if the device does not interfere with the proper operation of the brake light.

Division 10—Reversing lights

100 Reversing lights

(1) One or more reversing lights may be fitted to the rear of a vehicle and on each side towards the rear of the vehicle.

(2) A reversing light must have its centre not over 1.2 metres above ground level.

(3) When on, a reversing light must show a white or yellow light to the rear or to the side and rear of the vehicle.

Note
Third edition ADRs only allow white reversing lights.

(4) A reversing light fitted to a motor vehicle must be wired so it operates only when the vehicle is reversing or in reverse gear.

(5) A reversing light fitted to a trailer must be wired so it operates only when a motor vehicle towing the trailer is reversing or in reverse gear.

(6) A yellow reversing light may also operate as a direction indicator light.

Division 11—Direction indicator lights

101 Direction indicator lights on motor vehicles

(1) A motor vehicle with 4 or more wheels that was built after August 1966 or a left-hand drive motor vehicle must have—
(a) a pair of direction indicator lights fitted on, or towards, its front that face forwards; and
(b) a pair of direction indicator lights fitted on, or towards, its rear that face backwards.

(2) A motor vehicle with less than 4 wheels that was built after June 1975 must have—

(a) a pair of direction indicator lights fitted on, or towards, its front that face forwards; and
(b) a pair of direction indicator lights fitted on, or towards, its rear that face backwards.

(3) A motor vehicle that is not required to have direction indicator lights may have—

(a) one or more pairs of direction indicator lights that are visible from both the front and rear of the vehicle; or
(b) both—

(i) a pair of direction indicator lights fitted on, or towards, its front that face forwards; and
(ii) a pair of direction indicator lights fitted on, or towards, its rear that face backwards.

102 Direction indicator lights on trailers

(1) A trailer built after June 1973 must have a pair of direction indicator lights fitted on, or towards, its rear that face backwards.

(2) A trailer that is not required to have direction indicator lights may have one or more pairs of direction indicator lights fitted on, or towards, its rear that face backwards.
103 Location of direction indicator lights

(1) A pair of direction indicator lights fitted to a vehicle must have the centre of each light at least—
   (a) for a motor cycle or the single wheel end of a motor trike, 300 millimetres from the centre of the other light; and
   (b) for lights fitted at the 2 wheel end of a motor trike, 600 millimetres from the centre of the other light, unless the centre of each direction indicator light is not over 400 millimetres from the nearer side of the vehicle; and
   (c) for another vehicle with a width of not over 1300 millimetres, 400 millimetres from the centre of the other light; and
   (d) for another vehicle with a width of over 1300 millimetres, 600 millimetres from the centre of the other light.

(2) The centre of each direction indicator light must be at least 350 millimetres above ground level.

(3) The centre of each light in a pair of direction indicator lights required to be fitted to a vehicle must not be over—
   (a) 1·5 metres above ground level; or
   (b) if it is not practicable for the light to be fitted lower, 2·1 metres above ground level.

(4) For the purposes of subclause (1), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.
104 Operation and visibility of direction indicator lights

(1) A direction indicator light fitted to a motor vehicle must—

(a) when operating, display regular flashes of light at a rate of not over 120 flashes a minute, and—

(i) for a motor vehicle with 4 or more wheels, at least 60 flashes a minute; and

(ii) for any other motor vehicle, at least 45 flashes a minute; and

(b) be able to be operated by a person in the normal driving position; and

(c) be wired to an audible or visible device in the vehicle that tells the driver that the direction indicator light is operating; and

(d) flash at the same time and rate as any other direction indicator lights fitted on the same side of the vehicle.

(2) A direction indicator light fitted to a side of a trailer must, when operating, flash at the same time and rate as the direction indicator light or lights fitted to the same side of the motor vehicle towing the trailer.

(3) The flashes of light displayed by a direction indicator light must be—

(a) if the light faces forwards, white or yellow; and

(b) if the light faces backwards—

(i) yellow; or

(ii) for a vehicle built before July 1973, yellow or red; and
(c) if the light faces out from the side of the vehicle—

(i) white or yellow towards the front and side; and

(ii) for a vehicle built before July 1973, yellow or red towards the rear and side; and

(iii) for a vehicle built after June 1973, yellow towards the rear and side.

Note

The ADRs only allow yellow direction indicator lights.

(4) If a motor vehicle's direction indicator lights display only yellow light, the vehicle may be equipped to allow the lights to operate simultaneously on both sides of the vehicle, if a visible or audible signal tells the driver when the lights are operating simultaneously.

(5) When on, a direction indicator light must be visible 30 metres from—

(a) if the light faces forwards, the front of the vehicle; or

(b) if the light faces backwards, the rear of the vehicle; or

(c) if the light faces out from the side of the vehicle, that side of the vehicle.

(6) When on, each direction indicator light in at least one pair of lights fitted on or towards the front of a prime mover, or a motor vehicle over 7.5 metres long, must be visible at a point—

(a) 1.5 metres at right angles from the side of the vehicle where the light is fitted; and

(b) in line with the rear of the vehicle.
Division 12—Fog lights

105 Front fog lights

(1) A pair of front fog lights may be fitted to a motor vehicle with 4 or more wheels.

(2) A pair of front fog lights, or a single front fog light, may be fitted to a motor cycle or trike.

(3) A pair of front fog lights fitted to a motor vehicle with 4 or more wheels must have the centre of each light not over 400 millimetres from the nearer side of the vehicle unless the centres of the lights are at least 600 millimetres apart.

(4) If the top of the front fog light is higher than the top of any low-beam headlight on the vehicle, the centre of the fog light must not be higher than the centre of the low-beam headlight.

(5) A front fog light must—

(a) when on—

(i) project white or yellow light in front of the vehicle; and

(ii) be a low-beam light; and

(b) be able to be operated independently of any headlight; and

(c) be fitted so the light from it does not reflect off the vehicle into the driver's eyes.

106 Rear fog lights

(1) A vehicle may have fitted to its rear—

(a) a pair of rear fog lights; or

(b) one rear fog light fitted on, or to the right, of the centre of the vehicle.

(2) Subclause (1)(b) applies to a motor cycle with an attached sidecar as if the sidecar were not attached.
(3) A rear fog light must—

(a) have its centre—

(i) not over 1.5 metres above ground level;

and

(ii) at least 100 millimetres from the centre of a brake light; and

(b) when on, project red light behind the vehicle; and

(c) not use over 27 watts of power; and

(d) be wired to a visible device in the vehicle that tells the driver that the rear fog light is operating.

Division 13—Interior lights

107 Interior lights

A vehicle may be fitted with interior lights that illuminate any interior part of the vehicle.

Division 14—Reflectors generally

108 General requirements for reflectors

(1) A reflector fitted to a vehicle must show a red, yellow or white reflection of light when light is projected directly onto the reflector at night by a low-beam headlight that—

(a) is 45 metres from the reflector; and

(b) complies with the Vehicle Standards.

(2) The reflection must be clearly visible from the position of the headlight.
Division 15—Rear reflectors

109 Rear reflectors

(1) A motor vehicle with 4 or more wheels, and a trailer, must have a rear-facing red reflector towards each side of its rear.

(2) A motor cycle, a sidecar attached to a motor cycle, and a motor trike, must have a rear-facing red reflector.

(3) The centre of each reflector must be—
   (a) at the same height above ground level; and
   (b) not over 1.5 metres above ground level.

(4) Subclause (3) does not apply to a reflector fitted to a sidecar attached to a motor cycle.

(5) A reflector fitted to a motor vehicle with 4 or more wheels, or a trailer, must not be over 400 millimetres from the nearer side of the vehicle.

(6) A vehicle fitted with rear-facing red reflectors in accordance with subclause (1) or (2) may be fitted with additional red reflectors at any height above ground level or at any distance from the side of the vehicle.

Division 16—Side reflectors

110 Compulsory side reflectors on pole-type trailers

(1) Yellow or red side-facing reflectors must be fitted to the pole of a pole-type trailer so—

   (a) one reflector is fitted to the middle third of the left and right faces of the pole; and
(b) the front reflector is not over 3.0 metres from the front of the trailer; and

(c) the other reflectors are not over 3.0 metres apart.

(2) Additional side-facing reflectors may be fitted to a pole-type trailer in accordance with clause 111.

111 Optional side reflectors

(1) A vehicle may be fitted with side-facing reflectors.

(2) A side-facing reflector—

(a) towards the front of the vehicle must be yellow or white; and

(b) towards the rear of the vehicle must be yellow or red; and

(c) on the central part of the vehicle must be yellow.

Division 17—Front reflectors

112 Compulsory front reflectors on trailers

(1) A front-facing white or yellow reflector must be fitted towards each side of the front of—

(a) a semi-trailer, except a pole-type trailer; and

(b) the front cross-bar or bolster of a pole-type trailer; and

(c) a trailer that is at least 2.2 metres wide.

(2) Each reflector must have its centre—

(a) at the same height above ground level; and

(b) not over 1.5 metres above ground level; and

(c) not over 400 millimetres from the nearer side of the vehicle.
(3) Additional front-facing reflectors may be fitted to a trailer mentioned in subclause (1) in accordance with clause 113.

113 Optional front reflectors

(1) A motor vehicle with 4 or more wheels, or a trailer, may have one or more front-facing white or yellow reflectors fitted towards each side of its front.

(2) A motor vehicle with less than 4 wheels may have one or more front-facing white or yellow reflectors.

(3) The centre of at least 1 reflector on each side of the front of the vehicle must be—

   (a) at the same height above ground level as the centre of the other reflector; and

   (b) the same distance from the longitudinal axis of the vehicle as the centre of the other reflector; and

   (c) at least—

      (i) for a vehicle with a width under 1300 millimetres, 400 millimetres from the centre of the other reflector; and

      (ii) for any other vehicle, 600 millimetres from the centre of the other reflector.

(4) For the purposes of subclause (3)(c), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.
Division 18—Warning lights and signs on buses carrying children

114 Application of Division

This Division applies to a bus that is used mainly for carrying children if the bus is fitted with warning lights after June 1999.

Note

For warning signs and lights fitted before July 1999, see clause 118.

115 Fitting of warning lights and signs

(1) Two warning lights and a warning sign must be fitted to the front and rear of the bus.

(2) The warning lights must be fitted—

(a) on each side of, and the same distance from, the centre of the warning sign; and

(b) with the edge of the warning sign not over 100 millimetres from the nearest point on the lens of the warning lights; and

(c) with the distance between the warning lights at least 300 millimetres at the nearest point; and

(d) so no part of the bus obstructs the light displayed—

(i) 30 degrees to the left and right of the centre of each light; and

(ii) 10 degrees above and below the centre of each light.

(3) The warning lights may be on the warning sign if the words or image on the sign are not obscured.
(4) The warning lights at the same end of the bus must be fitted—
   (a) at the same height; and
   (b) as high as practicable; and
   (c) with the lowest point on the lens of each light not lower than midway between the highest and lowest points on the bus body.

(5) If the centres of the warning lights are under 1·8 metres above ground level, no part of the warning lights or warning sign may be on the left of the bus.

(6) This clause applies to a bus despite any requirement of a third edition ADR.

### 116 Operation and performance of warning lights

(1) When operating, a warning light must display regular flashes of yellow light at a rate of at least 90, and not over 180, flashes a minute.

(2) The warning lights at the same end of the bus must flash alternately.

(3) Unless the driver has turned the warning lights off, they must operate automatically when a door on the bus opens and for at least 10, and not over 20 seconds after all the doors on the bus have closed.

(4) The bus must have a visible or audible signal that tells the driver when the warning lights are operating.

(5) The bus must be fitted with a switch that allows the driver to turn the warning lights off.
(6) A warning light must have—

(a) an effective lit lens area of at least 60 centimetres\(^2\); and

(b) a luminous intensity (in candela) of at least the values specified in the following table when measured at the angles in Table 3; or

(c) meet an alternative acceptable standard set by the Corporation.

### Table 3

<table>
<thead>
<tr>
<th>Item</th>
<th>Vertical angle from centre of light</th>
<th>(-30^\circ)</th>
<th>(-20^\circ)</th>
<th>(-10^\circ)</th>
<th>(-5^\circ)</th>
<th>(0^\circ)</th>
<th>(5^\circ)</th>
<th>(10^\circ)</th>
<th>(20^\circ)</th>
<th>(30^\circ)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>(10^\circ)</td>
<td>50</td>
<td>80</td>
<td>50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>(5^\circ)</td>
<td>180</td>
<td>320</td>
<td>350</td>
<td>450</td>
<td>350</td>
<td>320</td>
<td>180</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>(0^\circ)</td>
<td>75</td>
<td>450</td>
<td>1000</td>
<td>1250</td>
<td>1500</td>
<td>1250</td>
<td>1000</td>
<td>450</td>
<td>75</td>
</tr>
<tr>
<td>4</td>
<td>(-5^\circ)</td>
<td>40</td>
<td>270</td>
<td>450</td>
<td>570</td>
<td>600</td>
<td>570</td>
<td>450</td>
<td>270</td>
<td>40</td>
</tr>
<tr>
<td>5</td>
<td>(-10^\circ)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>75</td>
</tr>
</tbody>
</table>

(7) For the purposes of subclause (6)(b), the luminous intensity of a light is to be measured in accordance with the test method mentioned in third edition ADR 6.

117 Specifications for warning signs

(1) A warning sign at the front of the bus must—

(a) display the words "school bus" in capital letters at least 100 millimetres high; or

(b) display an image of 2 children in the same proportions as the children in AS 1743 Road Signs—Specifications (image W6–3), with the image of the taller child at least 230 millimetres high.
(2) A warning sign at the rear of the bus must display an image of 2 children in the same proportions as the children in AS 1743 Road Signs—Specifications (image W6–3), with the image of the taller child at least 230 millimetres high.

(3) The warning sign referred to in subclauses (1)(b) and (2) must—
   (a) be a rectangular shape at least—
      (i) if warning lights are on the warning sign, 550 millimetres wide and 400 millimetres high; and
      (ii) in any other case, 400 millimetres wide and 250 millimetres high; and
   (b) have a black border; and
   (c) have black graphics and be coated with yellow retro-reflective material of class 1 or 2 that meets Australian Standard AS 1906 Retro-reflective Materials and Devices for Road Traffic Control Purposes.

Division 19—Other lights, reflectors, rear marking plates or signals

118 Other lights and reflectors

(1) In this clause—

*exempt vehicle* means—
   (a) a police vehicle; or
   (b) an emergency vehicle; or
   (c) a transport enforcement vehicle; or
   (d) an Australian Protective Service vehicle; or
(e) an Australian Customs Service vehicle; or

(f) an Airservices Australia vehicle;

special use vehicle means—

(a) a vehicle built or fitted for use in hazardous situations on a road; or

(b) a bus fitted, before July 1999, with a sign telling road users that the bus carries children.

Example

Special use vehicles to which paragraph (a) applies:

1 Tow trucks;

2 Vehicle breakdown service vehicles.

(2) A vehicle must not be fitted with a light or reflector not mentioned in the Vehicle Standards without the written approval of the Corporation.

(3) Subject to subclause (4), a vehicle must not be fitted with—

(a) a light that flashes;

(b) a light or reflector that—

(i) shows a red light to the front; or

(ii) shows a white light to the rear; or

(iii) is shaped or located in a way that reduces the effectiveness of a light or reflector that is required to be fitted to the vehicle under the Vehicle Standards.

(4) Despite subclause (3) and any requirement of a third edition ADR, an exempt vehicle may be fitted with any light or reflector, and a special use vehicle may be fitted with one or more flashing yellow lights.
119 Rear marking plates

(1) In this clause—

rear marking plate means a rear marking plate complying with Vehicle Standards Bulletin No. 12.

(2) Rear marking plates must be fitted to—

(a) a motor vehicle with a GVM over 12 tonnes, except a bus fitted with hand grips or similar equipment for standing passengers to hold; and

(b) a trailer with a GTM over 10 tonnes.

(3) Subclause (2) applies to a vehicle even if it was built before the date stated in the VSB.

(4) Rear marking plates may be fitted to a motor vehicle with a GVM not over 12 tonnes or a trailer with a GTM not over 10 tonnes.

Example

An example of rear marking plates

An alternative pattern for rear marking plates

Illustration of rear marking plates.
120 Signalling devices

(1) This clause applies to a motor vehicle if—

   (a) the vehicle is not fitted with a brake light or direction indicator light mentioned in Division 9 or 11 of Part 8 of Schedule 2; and

   (b) the construction of the vehicle would otherwise prevent the driver from hand signalling an intention—

      (i) to turn or move the vehicle to the right; or

      (ii) to stop or suddenly reduce the speed of the vehicle.

(2) The vehicle must be fitted with a mechanical signalling device or a pair of turn signals.

121 Mechanical signalling devices

(1) A mechanical signalling device must—

   (a) be fitted to the right side of the vehicle;

   (b) be able to be operated by the driver from a normal driving position;

   (c) consist of a white or yellow representation of an open human hand at least 15 centimetres long;

   (d) be constructed so that the driver of the vehicle can keep the device—

      (i) in a neutral position so it is unlikely that the driver of another vehicle or anyone else would regard it as a signal;

      (ii) in a horizontal position with the palm of the hand facing forwards and the fingers pointing out at a right angle to the vehicle to signal an intention to turn or move right; and
(iii) with the palm of the hand facing forwards and the fingers pointing upwards to signal an intention to stop or reduce speed suddenly.

(2) When the mechanical signalling device is in a position referred to in subclause (1)(d)(ii) or (iii), the complete hand must be clearly visible from both the front and the rear of the vehicle, at a distance of 30 metres.

122 Turn signals

A turn signal must—

(a) consist of a steady or flashing illuminated yellow sign at least 15 centimetres long and 25 millimetres wide that—

(i) when in operation, is kept horizontal; and

(ii) when not in operation, is kept in a position so it is unlikely that the driver of another vehicle or anyone else would regard it as a signal; and

(b) be fitted to the side of the motor vehicle at least 50 centimetres and not over 2.1 metres above ground level, in a position so the driver of the vehicle, from the normal driving position, can see whether the signal is in operation; and

(c) be able to be operated by the driver from the normal driving position; and

(d) when in operation, be visible from both the front and rear of the vehicle at a distance of 30 metres.
Division 20—Vehicles not required to have lights or reflectors

123 Certain vehicles used in daytime

This Part does not apply to a vehicle built before 1931 that is used only in the daytime.

124 Certain vehicles used for collection or exhibition purposes

This Part does not apply to a vehicle built before 1946 that is used mainly for exhibition purposes.

PART 9—BRAKING SYSTEMS

Note

This Part sets out the braking system requirements for vehicles to ensure that they can be reliably slowed or stopped even if a part of a braking system fails, and to ensure that a vehicle can be prevented from rolling away when parked.

This Part also includes special requirements for braking systems on B-doubles and road trains to ensure that the braking systems on the component vehicles are compatible. The special requirements do not apply to a road train that is 19 metres long or less.

Division 1—Brake requirements for all vehicles

125 Parts of a braking system

(1) A brake tube or hose fitted to a vehicle must—

   (a) be manufactured from a material appropriate to its intended use in the vehicle; and
   
   (b) be long enough to allow for the full range of steering and suspension movements of the vehicle; and
(c) be fitted to prevent it being damaged during the operation of the vehicle by—
   (i) a source of heat; or
   (ii) any movement of the parts to which it is attached or near.

(2) The design and performance of each component of the braking system of a vehicle with a GVM over 4·5 tonnes must be suitable for the purpose for which the component is used.

126 Provision for wear

The braking system of a vehicle must allow for adjustment to take account of normal wear.

127 Supply of air or vacuum to brakes

(1) If air brakes are fitted to a vehicle—
   (a) the compressor supplying air to the brakes must be able to build up air pressure to at least 80% of the governor cut-out pressure in not over 5 minutes after the compressed air reserve is fully used up; and
   (b) for a vehicle with a GVM over 4·5 tonnes the air storage tanks must have sufficient capacity to allow 5 applications of the service brakes before the air pressure drops below half the governor cut-out pressure; and
   (c) there must be an automatic or manual condensate drain valve at the lowest point of each air brake reservoir in the system; and
   (d) any spring brake fitted to the vehicle must not operate before the warning mentioned in clause 131(4)(a) or 134(3)(a) of this Schedule has been given.
(2) If vacuum brakes are fitted to a vehicle, the vacuum supply must be able to build up vacuum—

(a) to the level when the warning signal mentioned in clause 131(4)(a) or 134(3)(a) of this Schedule no longer operates within 30 seconds after the vacuum reserve is fully used up; and

(b) to the normal working level within 60 seconds after the vacuum reserve is fully used up.

128 Performance of braking systems

(1) One sustained application of the brake of a motor vehicle built after 1930, or a combination that includes a motor vehicle built after 1930, must be able to produce the performance mentioned in subclauses (2) to (7)—

(a) when the vehicle or combination is on a dry, smooth, level road surface, free from loose material; and

(b) whether or not the vehicle or combination is loaded; and

(c) without part of the vehicle or combination moving outside a straight path—

(i) centred on the longitudinal axis of the vehicle or combination before the brake was applied; and

(ii) 3.7 metres wide.

(2) The braking system of a motor vehicle or combination with a gross mass under 2.5 tonnes must bring the vehicle or combination from a speed of 35 km/h to a stop within—

(a) 12.5 metres when the service brake is applied; and
(b) 30 metres when the emergency brake is applied.

(3) The braking system of a motor vehicle or combination with a gross mass of at least 2·5 tonnes must bring the vehicle or combination from a speed of 35 km/h to a stop within—

(a) 16·5 metres when the service brake is applied; and

(b) 40·5 metres when the emergency brake is applied.

(4) The braking system of a motor vehicle or combination with a gross mass under 2·5 tonnes must decelerate the vehicle or combination, from any speed at which the vehicle or combination can travel, by an average of at least—

(a) 3·8 metres a second a second when the service brake is applied; and

(b) 1·6 metres a second a second when the emergency brake is applied.

(5) The braking system of a motor vehicle or combination with a gross mass of at least 2·5 tonnes must decelerate the vehicle or combination, from any speed at which the vehicle or combination can travel, by an average of at least—

(a) 2·8 metres a second a second when the service brake is applied; and

(b) 1·1 metres a second a second when the emergency brake is applied.

(6) The braking system of a motor vehicle or combination with a gross mass under 2·5 tonnes must achieve a peak deceleration of the vehicle or combination, from any speed at which the vehicle or combination can travel, of at least—
(a) 5·8 metres a second a second when the service brake is applied; and
(b) 1·9 metres a second a second when the emergency brake is applied.

(7) The braking system of a motor vehicle or combination with a gross mass of at least 2·5 tonnes must achieve a peak deceleration of the vehicle or combination, from any speed at which the vehicle or combination can travel, of at least—
(a) 4·4 metres a second a second when the service brake is applied; and
(b) 1·5 metres a second a second when the emergency brake is applied.

(8) The parking brake of a vehicle or combination must be able to hold the vehicle or combination stationary on a 12% gradient—
(a) when the vehicle or combination is on a dry, smooth road surface, free from loose material; and
(b) whether or not the vehicle or combination is loaded.

Division 2—Motor vehicle braking systems

129 What braking system a motor vehicle must have

(1) In this clause—

_independent brake_, for a vehicle, means a brake that is operated entirely separately from any other brake on the vehicle, except for any drum, disc or part, on which a shoe, band or friction pad makes contact, that is common to 2 or more brakes.

(2) A motor vehicle with 4 or more wheels built, or used, mainly for transporting goods or people by road must be fitted with—
(a) a braking system that—
   (i) consists of brakes fitted to all wheels of the vehicle; and
   (ii) has at least 2 separate methods of activation, arranged so effective braking remains on at least 2 wheels if a method fails; or

(b) 2 independent brakes, each of which, when in operation, acts directly on at least half the number of wheels of the vehicle.

(3) The braking system of a motor vehicle mentioned in subclause (2) that was built after 1945 must have a service brake operating on all wheels that, when applied—
   (a) acts directly on the wheels and not through the vehicle's transmission; or
   (b) acts on a shaft between a differential of the vehicle and a wheel.

(4) The braking system of a motor vehicle with 4 or more wheels must have a parking brake that—
   (a) is held in the applied position by direct mechanical action without the intervention of an electrical, hydraulic or pneumatic device; and
   (b) is fitted with a locking device that can hold the brake in the applied position; and
   (c) has its own separate control.

(5) The parking brake may also be the emergency brake.

(6) If 2 or more independent brakes are fitted to a motor vehicle with 4 or more wheels, the brakes must be arranged so brakes are applied to all the wheels on at least one axle of the vehicle when any brake is operated.
(7) A motor cycle or motor trike must be fitted with—
   (a) 2 independent brakes; or
   (b) a single brake that acts directly on all wheels of the vehicle and is arranged so effective braking remains on at least one wheel if a part of the system fails.

(8) Subclause (7) applies to a motor cycle with a sidecar attached as if the sidecar were not attached.

(9) A motor trike must have a parking brake that is held in the applied position by mechanical means.

130 Operation of brakes on motor vehicles

The braking system on a motor vehicle must be arranged to allow the driver of the motor vehicle to apply the brakes from a normal driving position.

131 Air or vacuum brakes on motor vehicles

(1) If a motor vehicle has air brakes, the braking system of the vehicle must include at least one air storage tank.

(2) If a motor vehicle has vacuum brakes, the braking system of the vehicle must include at least one vacuum storage tank.

(3) An air or vacuum storage tank must be built so the service brake can be applied to meet the performance standards of clause 128 of this Schedule at least twice if the engine of the vehicle stops or the source of air or vacuum fails.

(4) An air or vacuum storage system must—
   (a) be built to give a visible or audible warning to the driver, while in a normal driving position, of a lack of air or vacuum that would prevent the service brake from being applied to meet the performance standards of
clause 128 of this Schedule at least twice; and

(b) be safeguarded by a check valve or other device against loss of air or vacuum if the supply fails or leaks.

(5) Subclause (4)(a) does not apply to a vehicle with a GVM of 4.5 tonnes or less that is fitted with an air or vacuum assisted braking system.

(6) If air or vacuum brakes are fitted to a motor vehicle equipped to tow a trailer, the brakes of the vehicle must be able to stop the vehicle, at the performance standards for emergency brakes under clause 128 if the trailer breaks away.

(7) The braking system of a motor vehicle with a GVM over 4.5 tonnes equipped to tow a trailer fitted with air brakes must include protection against loss of supply line air or brake control signal air.

(8) The protection mentioned in subclause (7) must—

(a) operate automatically if a brake supply line hose connecting the motor vehicle and a trailer fails; and

(b) maintain enough air pressure to allow the brakes to be applied to meet performance standards for emergency brakes under clause 128; and

(c) include a visible or audible warning to the driver.

Division 3—Trailer braking systems

132 What brakes a trailer must have

(1) A trailer with a GTM over 750 kilograms must have brakes that operate on at least one wheel at each end of one or more axles of the trailer.
(2) A semi-trailer or converter dolly with a GTM over 2 tonnes must have brakes that operate on all its wheels.

133 Operation of brakes on trailers

(1) The braking system of a trailer with a GTM over 2 tonnes must allow the driver of a motor vehicle towing the trailer to operate the brakes from a normal driving position.

(2) Subclause (1) does not apply to an unloaded converter dolly that weighs under 3 tonnes if the motor vehicle towing the converter dolly has a GVM over 12 tonnes.

(3) The brakes on a trailer with a GTM over 2 tonnes must—

(a) operate automatically and quickly if the trailer breaks away from the towing vehicle; and

(b) remain in operation for at least 15 minutes after a break-away; and

(c) be able to hold the trailer on a 12% grade while in operation after a break-away.

134 Air or vacuum brakes on trailers

(1) If a trailer has air brakes, its braking system must include at least one air storage tank.

(2) If a trailer has vacuum brakes, its braking system must include at least one vacuum storage tank.

(3) An air or vacuum storage system must—

(a) be built to give a visible or audible warning to the driver of the towing vehicle, while in a normal driving position, of a lack of air or vacuum that would prevent the brakes from meeting the performance standards of clause 128; and
(b) be safeguarded by a check valve or other device against loss of air or vacuum if the supply fails or leaks.

(4) Subclauses (1), (2) and (3) do not apply to a trailer with a GTM of 2 tonnes or less.

Division 4—Additional brake requirements for B-doubles and long road trains

135 Application of Division to certain road trains

This Division does not apply to a road train, or a vehicle used in a road train, if the road train has a length of 19 metres or less.

136 Braking system design for a prime mover in a B-double

(1) A prime mover used in a B-double must comply with second edition ADR 35A or third edition ADR 35.

(2) A prime mover used in a B-double must also have an anti-lock braking system complying with third edition ADR 64, if the prime mover—

(a) was built after 1989; or

(b) was first used in a B-double after 1993; or

(c) is used in a B-double that includes a road tank vehicle carrying dangerous goods.

137 Braking system design for motor vehicles in road trains

The performance of the service, secondary and parking brake systems of a motor vehicle used in a road train must comply with second edition ADR 35A or third edition ADR 35 if the vehicle would not otherwise be required to comply with an ADR about braking.
138 Braking system design for trailers in B-doubles or road trains

(1) The performance of the service, secondary and parking brake systems of a trailer used in a B-double or road train must comply with second edition ADR 38 or third edition ADR 38 if the trailer would not otherwise be required to comply with an ADR about braking.

(2) A road train trailer to which subclause (1) applies need not be fitted with a mechanical parking brake if it carries wheel chocks that provide a performance equal to the performance standard required for a parking brake system.

(3) A semi-trailer, regardless of when it was built, must have an anti-lock braking system that complies with third edition ADR 38/01, if—

(a) it is being used in a B-double that includes a road tank vehicle, whether or not the semi-trailer is itself a road tank vehicle; and

(b) the road tank vehicle is carrying dangerous goods.

139 Air brakes of motor vehicles in B-doubles or road trains

(1) If a B-double or road train is fitted with brakes that operate using compressed air, the braking system of the motor vehicle must comply with subclauses (2) and (3) when—

(a) the pressure is measured in an 800 millilitre vessel connected by a 2 metres pipe with a bore of approximately 13 millimetres to the coupling head of the braking system; and
(b) the air pressure before the brakes are applied is not under—

(i) the average of the maximum and minimum pressures in the operating pressure range specified by the vehicle's manufacturer; or

(ii) if there is no manufacturer's specification—650 kilopascals.

(2) The pressure must reach at least 420 kilopascals within 400 milliseconds after the rapid and complete application of the foot-operated brake control.

(3) After the brakes have been fully applied, the pressure must fall, within half a second after the release of the foot-operated brake control, to 35 kilopascals.

140 Air brakes in a B-double or road train—least favoured chamber

(1) In this clause—

*least favoured chamber* means the brake chamber with the longest line to the treadle valve in the prime mover.

(2) The pressure in the least favoured chamber of the braking system of a B-double or road train with brakes that operate using compressed air must comply with subclauses (3) and (4) when the air pressure before the brakes are applied is not under—

(a) the average of the maximum and minimum pressures in the operating pressure range specified by the vehicle's manufacturer; or

(b) if there is no manufacturer's specification—650 kilopascals.
(3) The pressure must reach at least 420 kilopascals within—

(a) for a B-double, one second after the rapid and complete application of the foot-operated brake control; or

(b) for a road train, 1.5 seconds after the rapid and complete application of the foot-operated brake control.

(4) After the brakes have been fully applied, the pressure must fall to 35 kilopascals, or the pressure at which the friction surfaces cease to contact each other, within—

(a) for a B-double, one second after the release of the foot-operated brake control; or

(b) for a road train, 1.5 seconds after the release of the foot-operated brake control.

141 Recovery of air pressure for brakes in B-doubles and road trains

The air pressure in each air brake reservoir in a B-double or road train must recover to at least 420 kilopascals within one minute after 3 full brake applications have been made within a 10 second period if, before the 3 brake applications have been made—

(a) the engine is running at maximum speed; and

(b) the governor cut-in pressure is no higher than—

(i) the pressure specified by the vehicle's manufacturer; or

(ii) if there is no manufacturer's specification—550 kilopascals; and
(c) the air pressure in the storage tanks of the vehicle is not under—

(i) the average of the maximum and minimum pressures in the operating pressure range specified by the vehicle's manufacturer; or

(ii) if there is no manufacturer's specification—650 kilopascals.

142 Air supply for brakes in B-doubles and road trains

A B-double or road train that uses compressed air to operate accessories must have—

(a) sufficient air compressor capacity and air receiver volume to ensure that the operation of the accessories does not adversely affect brake performance; and

(b) a compressed air system built to ensure that the brake system is preferentially charged.

143 Brake line couplings

(1) Brake line couplings on the same part of a vehicle in a B-double or road train must not be interchangeable.

(2) The couplings must be polarised in accordance with Australian Standard AS D8–1971 Hose Couplings for Use with Vacuum and Air-Pressure Braking Systems on Prime Movers, Trailers and Semi-trailers if the hoses used with the brake couplings are used for the same purpose as the hoses mentioned in the standard.

144 Simultaneous parking brake application

(1) If the parking brake of a motor vehicle in a B-double or road train is applied, the parking brakes of any attached trailer must be applied automatically.
(2) This clause does not apply to a trailer carrying wheel chocks complying with clause 138(2).

145 Capacity of air reservoirs

(1) The capacity of the air storage tanks of a motor vehicle used in a B-double or road train must be at least 12 times the volume of all the brake activation chambers on the motor vehicle.

(2) The capacity of the air storage tanks of a trailer used in a B-double or road train must be at least 8 times the volume of all the brake activation chambers on the trailer.

PART 10—CONTROL OF EMISSIONS

Note
This Part sets out requirements to ensure that motor vehicles do not emit too much smoke or noise and that exhaust gases cannot enter the passenger compartment of a vehicle.

Division 1—Crank case gases and visible emissions

146 Crank case gases

(1) This clause applies to a motor vehicle with 4 or more wheels that is powered by a petrol engine and was built after 1971.

(2) The vehicle must be built to prevent, or fitted with equipment that prevents, crank case gases from escaping to the atmosphere.

147 Visible emissions

(1) This clause applies to a motor vehicle that is propelled by an internal combustion engine and was built after 1930.

(2) The vehicle must not emit visible emissions for a continuous period of at least 10 seconds.
(3) This clause does not apply to emissions that are visible only because of heat or the condensation of water vapour.

Division 2—Exhaust systems

148 Exhaust systems

(1) An exhaust system fitted to a motor vehicle (except a bus) must be constructed and fitted in accordance with regulation 13 of the Environment Protection (Vehicle Emissions) Regulations 2003

(2) The outlet of the exhaust system fitted to a bus with a GVM over 4.5 tonnes must—

(a) be as near as practicable to the rear of the vehicle; and

(b) extend no further than the edge of the bus at its widest point.

(3) The outlet must discharge the main exhaust flow to the air—

(a) if the bus is fitted, or required under a law of this jurisdiction to be fitted, with an exhaust system with a vertical outlet pipe—

(i) behind the passenger compartment; and

(ii) at an angle above the horizontal; and

(iii) upwards or rearwards; and

(b) in any other case—

(i) horizontally or at an angle of not over 45 degrees downwards; and

(ii) rearwards or to the right of the vehicle.
(4) A vertical exhaust system fitted to a motor vehicle with a GVM over 4.5 tonnes must—

(a) if the vehicle is fitted with an exhaust system with a vertical outlet pipe that does not direct the main exhaust flow straight up, direct the flow rearwards at an angle within 0 to 45 degrees of the longitudinal centre line of the vehicle; and

(b) if a rain cap is fitted to the outlet pipe, be installed so the hinge of the cap is at an angle of 90 degrees (plus or minus 10 degrees) to the longitudinal centre line of the vehicle when viewed from above.

Example

Illustration of bus exhaust outlet pipe.

Division 3—Noise emissions

148A Measurement of stationary noise levels

(1) For this Division, the stationary noise level of a motor vehicle is to be measured in accordance with the procedure set out for the kind of vehicle in the National Stationary Exhaust Noise Test Procedures for In-Service Motor Vehicles – September 2006 (ISBN: 1 921168 50 1) published by the Commission.
(2) In subregulation (1), Commission means the National Transport Commission established by the National Transport Commission Act 2003 of the Commonwealth.

Note

149 Silencing device for exhaust systems
A motor vehicle propelled by an internal combustion engine must be fitted with a silencing device through which all the exhaust from the engine passes.

150 Stationary noise levels—car-type vehicles and motor cycles and trikes
(1) In this clause—

\( dB(A) \) means the A-weighted sound pressure level expressed in decibels as defined in regulation 10 of the Environment Protection (Vehicle Emissions) Regulations 2003;

\textit{car-type vehicle} means—

(a) a car; or

(b) a utility truck, panel van, or another motor vehicle derived from a car design; or

(c) another motor vehicle with 4 or more wheels that is built mainly to carry not over 9 people, including the driver.

(2) The stationary noise level of a car-type vehicle must not exceed the relevant noise levels set out in regulation 10(2) of the Environment Protection (Vehicle Emissions) Regulations 2003.
(3) The stationary noise level of a motor cycle or trike must not exceed the relevant noise levels set out in regulation 10(4) of the Environment Protection (Vehicle Emissions) Regulations 2003.

(4) This clause does not apply to a car-type vehicle built after 1982 for 2 years after the commencement of this clause, if—

(a) the stationary noise level of the vehicle does not exceed 96 dB(A); and

(b) the stationary noise level limit applying to the vehicle under the law of the State or Territory where the vehicle is registered, or otherwise authorised to be driven on a road or road-related area, by a vehicle registration authority is not 90 dB(A) or less.

151 **Stationary noise levels—other vehicles with spark ignition engines**

(1) This clause applies to a motor vehicle (except a motor vehicle to which clause 150 of this Schedule applies) with a spark ignition engine.

(2) The stationary noise level of the motor vehicle must not exceed the noise level applying to that vehicle under regulation 10(3) of the Environment Protection (Vehicle Emissions) Regulations 2003.

152 **Stationary noise levels—other vehicles with diesel engines**

(1) This clause applies to a motor vehicle (except a motor vehicle to which clause 150 of this Schedule applies) with a diesel engine.

(2) The stationary noise level of the motor vehicle must not exceed the noise level applying to that vehicle under regulation 10(3) of the Environment Protection (Vehicle Emissions) Regulations 2003.
153 Measurement of stationary noise levels

For the purposes of this Division, the stationary noise level of a motor vehicle is to be measured in accordance with the method prescribed by regulation 10(6) of the Environment Protection (Vehicle Emissions) Regulations 2003.

PART II—ALTERNATIVE SYSTEMS

This Part sets out requirements to ensure that LPG (Liquid Petroleum Gas) and CNG (Compressed Natural Gas) fuel systems are safely installed in motor vehicles. In the case of vehicles with LPG system installed, there is an additional requirement to ensure that they can be identified as LPG-powered vehicles.

154 LPG-powered vehicles

(1) An LPG system installed in a motor vehicle, and the vehicle, must comply with all relevant requirements set out in the version of Australian Standard AS 1425 that was current at the time the system was installed in the vehicle.

(2) A motor vehicle that has an LPG system installed must have fixed conspicuously to its front and rear number plates the labels required by the version of Australian Standard AS 1425 that was current at the time the system was installed in the vehicle.

(3) If a motor vehicle had an LPG system installed before Australian Standard AS 1425 was first published, the vehicle must have fixed conspicuously to its front and rear number plates a label:

(a) that is made of durable material; and

(b) that is at least 25 millimetres wide and 25 millimetres high; and

(c) that is of a reflective red that conforms with either Australian Standard AS 1743 Road Signs or Australian Standard AS 1906.
Retroreflective materials and devices for road traffic control purposes (Part 1: Retroreflective sheeting); and

(d) that states "LPGAS" or "LPG", or similar words or acronyms that have the same meaning, in capital letters at least 6 millimetres high.

154A Vehicles powered by natural gas

A natural gas system installed in a motor vehicle, and the vehicle, must comply with all relevant requirements set out in the version of Australian Standard AS 2739 that was current at the time the system was installed in the vehicle.

Example

Forms of natural gas include CNG (Compressed Natural Gas) and LNG (Liquid Natural Gas).

PART 12—MAXIMUM ROAD SPEED LIMITING

Note

This Part requires certain heavy vehicles built after 1987, but before July 1991, to have a restricted top speed. However, emergency vehicles and certain 2 axle prime movers owned by farmers and used in primary production are exempt.

155 Speed limiting

(1) A bus with a GVM over 14·5 tonnes that was built after 1987 must comply with third edition ADR 65.

(2) A prime mover with a GVM over 15 tonnes that was built after 1987 must comply with third edition ADR 65.

(3) For third edition ADR 65, the maximum road speed capability of a motor vehicle used in a road train is 90 km/h.
Note

Vehicle Standards Bulletin No. 2 contains the requirements of third edition ADR 65. The Bulletin is available from the Department of Infrastructure, Transport, Regional Development and Local Government.

156 Exemptions from speed limiting

Clause 155 does not apply to—

(a) an emergency vehicle or police vehicle; or
(b) a bus fitted with hand grips or similar equipment for standing passengers to hold; or
(c) a 2 axle prime mover if—
   (i) it was built after 1987 but before July 1991; and
   (ii) its owner is a person who uses it for agriculture, horticulture, or other primary production activities (except forestry, fishing and mining).

PART 13—MECHANICAL CONNECTIONS BETWEEN VEHICLES

Note

This Part sets out various requirements to ensure that the couplings used when operating motor vehicles and trailers in combinations are strong enough to hold them together.

The requirements in this Part about the mechanical connections between vehicles in a road train do not apply to a road train 19 metres long or less.

Division 1—Couplings on all types of vehicles

157 General coupling requirements

(1) A fifth wheel coupling, the mating parts of a coupling, a kingpin or a towbar must not be used for a load more than the manufacturer's load rating.
(2) A kingpin must be used only with a fifth wheel coupling that has a corresponding jaw size.

Example
An adaptor must not to be used to fit a kingpin to a fifth wheel coupling.

(3) The mating parts of a coupling used to connect a semi-trailer to a towing vehicle must not allow the semi-trailer to roll to an extent that makes the towing vehicle unstable.

158 Drawbar couplings

(1) A coupling for attaching a trailer, except a semi-trailer or pole-type trailer, to a towing vehicle must be built and fitted so—

(a) the coupling is equipped with a positive locking mechanism; and

(b) the positive locking mechanism can be released regardless of the angle of the trailer to the towing vehicle.

(2) If the trailer is in a combination and is not fitted with breakaway brakes in accordance with clause 133(3) of this Schedule, it must be connected to the towing vehicle by at least one chain, cable or other flexible device, as well as the coupling required by subclause (1).

(3) The connection must be built and fitted so—

(a) the trailer is kept in tow if the coupling breaks or accidentally detaches; and

(b) normal angular movement of the coupling is permitted without unnecessary slack.

(4) If practicable, the connection must be built and fitted so the drawbar of the trailer is prevented from hitting the ground if the coupling accidentally detaches.
Division 2—Additional coupling requirements for B-doubles and long road trains

159 What is a long road train?

For the purposes of this Division—

long road train means a road train that is over 19·0 metres long.

160 Couplings for B-doubles and long road trains

(1) A fifth wheel coupling used to connect a towing vehicle to a semi-trailer used in a B-double or long road train must not be built with a pivot that allows a semi-trailer to roll relative to the towing vehicle.

(2) Subclause (1) does not apply to a fifth wheel coupling if—

(a) the semi-trailer design requires torsional stresses to be minimised; and

(b) the roll axis of the fifth wheel coupling is above the surface of the coupler plate; and

(c) the degree of rotation allowed around the roll axis of the fifth wheel coupling is restricted to prevent roll instability.

(3) A trailer with only one axle group, or a single axle, (except a semi-trailer or a converter dolly) that is used in a long road train must not have a coupling fitted at its rear.

161 Selection of fifth wheel couplings for B-doubles and long road trains

(1) A fifth wheel coupling used in a B-double or long road train must have a D-value complying with Australian Standard AS 1773–1990 Articulated Vehicles—Fifth Wheel Assemblies.
(2) A turntable used in a B-double or long road train must have a D-value complying with Australian Standard AS 1773–1990 Articulated Vehicles—Fifth Wheel Assemblies.

(3) If a fifth wheel coupling used in a B-double or long road train is built for a 50 millimetre or 90 millimetre kingpin, the coupling must—

(a) meet the dimension requirements in Australian Standard AS 1773–1990 Articulated Vehicles—Fifth Wheel Assemblies; and

(b) not be worn away more than recommended by the standard.

(4) If a fifth wheel coupling used in a B-double or long road train is built for a 75 millimetre kingpin, the coupling must—

(a) be compatible with the kingpin mentioned in clause 165(3); and

(b) not be worn away so that it does not comply with clause 162.

162 D-value of a fifth wheel coupling

In testing a fifth wheel coupling built for a 75 millimetre kingpin used in a B-double or long road train to decide whether its D-value complies with clause 161(1) of this Schedule, the longitudinal movement (after readjusting the jaws of the coupling using a kingpin built to the dimensions mentioned in clause 165(3)(a)) must not be over 4 millimetres.

163 Mounting of fifth wheel couplings on B-doubles and long road trains

A fifth wheel coupling must be mounted on a prime mover, or a semi-trailer used in a B-double or long road train, in accordance with Australian
164 Branding of fifth wheel couplings and turntables on B-doubles and long road trains

(1) A fifth wheel coupling on a vehicle built after June 1991 forming part of a B-double or long road train must be clearly and permanently marked in accordance with Australian Standard AS 1773–1990 Articulated Vehicles—Fifth Wheel Assemblies with—

(a) the name or trademark of its manufacturer; and

(b) its D-value rating; and

(c) its nominal size.

(2) A turntable used in a vehicle built after the commencement of this clause that forms part of a B-double or long road train must be marked with—

(a) the name or trademark of the turntable's manufacturer; and

(b) the D-value rating of the turntable in accordance with Australian Standard AS 1773–1990 Articulated Vehicles—Fifth Wheel Assemblies.

165 Selection of kingpins for B-doubles and long road trains

(1) A kingpin used in a B-double or long road train must—

(a) be a 50, 75 or 90 millimetre kingpin; and

(b) have a D-value complying with Australian Standard AS 2175–1990 Articulated Vehicles—Kingpins.
(2) A 50 or 90 millimetre kingpin used in a B-double or long road train must—

(a) be built to meet the dimension requirements in Australian Standard AS 2175–1990 Articulated Vehicles—Kingpins; and

(b) not be worn away more than recommended by the standard.

(3) A 75 millimetre kingpin used in a B-double or long road train—

(a) must be built to meet the dimensions in the following essential diagram; and

(b) must not be worn away more than referred to in subclause (4).

Example

![Diagram of a 75 millimetre kingpin]

(All Dimensions in Millimetres)

Dimensions of a 75 millimetre kingpin
(4) In testing a 75 millimetre kingpin referred to in the essential diagram in subclause (3) to decide whether its D-value complies with subclause (1)(b)—

(a) diameter F must not wear more than 3 millimetres; and

(b) diameter G must not wear more than 2 millimetres; and

(c) height H must not wear more than 2·3 millimetres.

166 Attachment of kingpins on B-doubles and long road trains

A kingpin used in a trailer that forms part of a B-double or long road train must be attached in accordance with—

(a) the manufacturer's specifications and instructions; or

(b) the guidelines detailed in Australian Standard AS 2175–1990 Articulated Vehicles—Kingpins.

167 Branding of kingpins on B-doubles and long road trains

A kingpin used in a trailer built after June 1991 that forms part of a B-double or long road train must be clearly and permanently marked on the lower circular face of the kingpin in accordance with Australian Standard AS 2175–1990 Articulated Vehicles—Kingpins with—

(a) the name or trademark of its manufacturer; and

(b) its D-value rating; and

(c) its nominal size.
168 Selection of couplings and drawbar eyes for long road trains

A drawbar-type coupling, or drawbar eye, used in a long road train must—

(a) be a 50 millimetres pin type; and

(b) have a D-value complying with Australian Standard AS 2213–1984 50mm Pin Type Couplings and Drawbar Eyes for Trailers; and

(c) be built to the dimensions mentioned in the standard; and

(d) not be worn away more than is recommended in the standard.

169 Attachment of couplings and drawbar eyes on long road trains

(1) A drawbar-type coupling, or drawbar eye, used in a long road train must be built and positioned so—

(a) when the road train is moving, the drawbar can move at least 15 degrees upwards or downwards from the position it occupies when the road train is parked on level ground; and

(b) the pivot point of the coupling is not over 300 millimetres forward of the rear of the trailer to which it is attached unless another law of Victoria allows a greater distance; and

(c) it is at a height of at least 800 millimetres, but not over 950 millimetres, when the road train is unloaded and parked on level ground.

(2) The requirements of subclause (1)(b) apply to a vehicle instead of the corresponding requirements in the relevant ADR.
170 Branding of couplings and drawbar eyes on long road trains

A drawbar-type coupling, or drawbar eye, used on a vehicle built after June 1991 that forms part of a long road train must be clearly and permanently marked in accordance with Australian Standard AS 2213–1984 50mm Pin Type Couplings and Drawbar Eyes for Trailers with—

(a) the name or trademark of its manufacturer; and

(b) its D-value rating.

171 Tow coupling overhang on long road trains

(1) In this clause—

tow coupling overhang, of a vehicle, means the horizontal distance from the centre of the axle group, or the centre line of the single axle, at the rear of the vehicle to the pivot point of the coupling near the rear of the vehicle.

(2) The tow coupling overhang of a motor vehicle, except a prime mover, used in a long road train must not be more than the greater of—

(a) 30% of the distance from the centre of the front axle to the centre of the axle group or single axle at the rear of the vehicle; and

(b) 2.7 metres.

(3) The tow coupling overhang of a semi-trailer, or a dog trailer consisting of a semi-trailer and converter dolly, used in a long road train must not be more than 30% of the distance from the point of articulation to the centre of the axle group or single axle at the rear of the vehicle.
(4) The tow coupling overhang of another dog trailer used in a long road train must not be more than 30% of the distance from the centre of the front axle group or single axle to the centre of the axle group or single axle at the rear of the vehicle.

**Example**

Tow coupling overhang—semi-trailer with extra coupling at rear.

Tow coupling overhang—motor vehicle.
PART 14—OTHER MATTERS

172 Vehicle equipment

A vehicle is taken to have equipment referred to in the Vehicle Standards only if the equipment is in working order.

173 Restored vehicles

(1) For the purposes of the Vehicle Standards, a restored vehicle is taken to have been built when it was originally built and not when it was restored.

(2) In this clause—

restored vehicle means a vehicle that is being, or has been, restored to its manufacturer's specifications, so far as it is practicable to meet the specifications.

174 Interpretation of certain second edition ADRs

The words "left" and "right" in the following second edition ADRs have the opposite meaning in the application of the ADRs, in accordance with the Vehicle Standards, to a motor vehicle with a left-hand drive—

(a) ADR 8 Safety Glass;
(b) ADR 12 Glare Reduction in Field of View;
(c) ADR 14 Rear Vision Mirrors;
(d) ADR 16 Windscreens and Washers;
(e) ADRs 18 and 18A Location and Visibility of Instruments;
(f) ADRs 35 and 35A Commercial Vehicle Braking Systems.

Note

The following table contains a list of some terms used in the third edition ADRs and the corresponding term used in the Vehicle Standards.

<table>
<thead>
<tr>
<th>Third edition ADRs</th>
<th>Vehicle Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>dipped-beam headlamp</td>
<td>low-beam (for a headlight)</td>
</tr>
<tr>
<td>front fog lamp</td>
<td>front fog light</td>
</tr>
<tr>
<td>rear fog lamp</td>
<td>rear fog light</td>
</tr>
<tr>
<td>wheelguard</td>
<td>mudguard</td>
</tr>
<tr>
<td>main-beam headlamp</td>
<td>high-beam (for a headlight)</td>
</tr>
<tr>
<td>reversing lamp</td>
<td>reversing light</td>
</tr>
<tr>
<td>direction indicator lamp</td>
<td>direction indicator light</td>
</tr>
<tr>
<td>stop lamp</td>
<td>brake light</td>
</tr>
<tr>
<td>rear registration plate lamp</td>
<td>number plate light</td>
</tr>
<tr>
<td>front position (side) lamp</td>
<td>parking light</td>
</tr>
<tr>
<td>rear position (side) lamp</td>
<td>tail light</td>
</tr>
<tr>
<td>end-outline marker lamp</td>
<td>front or rear clearance light</td>
</tr>
<tr>
<td>external cabin lamp</td>
<td>external cabin light</td>
</tr>
<tr>
<td>internal lamp</td>
<td>interior light</td>
</tr>
<tr>
<td>side marker lamp</td>
<td>side marker light</td>
</tr>
<tr>
<td>daytime running lamp</td>
<td>daytime running light</td>
</tr>
<tr>
<td>rear reflex reflector, non-triangular</td>
<td>rear reflector</td>
</tr>
<tr>
<td>front reflex reflector, non-triangular</td>
<td>front reflector</td>
</tr>
<tr>
<td>side reflex reflector, non-triangular</td>
<td>side reflector</td>
</tr>
</tbody>
</table>
PART 15—SAFETY FEATURES

175 Electronic stability control

(1) A motor vehicle—

(a) that is one of the following—

(i) a forward-control passenger vehicle (MB); or

(ii) an off-road passenger vehicle (MC); or

(iii) a passenger car (MA); and

(b) that is manufactured on or after 1 January 2011—

must be fitted with a compliant system of electronic stability control.

(2) Subclause (1) does not apply to—

(a) a motor vehicle that has been registered in another State or a Territory of the Commonwealth for 1 year or more immediately before the motor vehicle is brought into Victoria; or

(b) a motor vehicle that is not manufactured or marketed in full volume for normal road use; or

(c) a vehicle entered on the Register of Specialist and Enthusiast Vehicles established by regulation 22 of the Motor Vehicle Standards Regulations 1989 of the Commonwealth; or

(d) a model, or a variant of a model, of motor vehicle that has been declared by the Corporation under regulation 37 to be exempt from the operation of subclause (1).
(3) For the purposes of this clause, a motor vehicle is taken to be manufactured on the date shown on the vehicle's compliance plate.
SCHEDULE 3

FEES FOR REGISTRATION AND RENEWAL OF REGISTRATION

(1) Subject to clause (3), the fees specified in column 2 of the Table to this Schedule are payable in respect of a vehicle for registration or renewal of registration.

(2) Subject to clause (3), the base fee payable for registration or renewal of registration is—

   (a) in the case of a heavy vehicle, the annual registration charge applicable to that kind of vehicle under Schedule 4 in accordance with regulation 101; or

   (b) in any other case, 15.68 fee units—
   
   or if "base fee" preceded by a nominated percentage appears then the fee to be paid is the nominated percentage of the amount specified in paragraph (a) or (b), as the case requires.

(3) If a motor vehicle is not to be used except for social, domestic or pleasure purposes and—

   (a) the vehicle is registered or to be registered in the name of a person who, at the commencement of the period of registration, is an eligible beneficiary or the spouse or domestic partner of an eligible beneficiary; and

   (b) the provisions of this clause are not, at the commencement of the period of registration, being applied to—

       (i) any other motor vehicle registered in the name of the applicant; or
(ii) if the applicant is not an eligible pensioner, any motor vehicle registered in the name of the applicant or the applicant's spouse or domestic partner—

the fee to be paid for registration or renewal of registration of the vehicle is 50% of the fee that would otherwise be payable under column 2 of the Table.

<table>
<thead>
<tr>
<th>TABLE</th>
<th>FEES FOR REGISTRATION AND RENEWAL OF REGISTRATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Column 1</td>
<td>Column 2</td>
</tr>
<tr>
<td>Vehicle category</td>
<td>Fee payable</td>
</tr>
<tr>
<td>1 Motor cycle</td>
<td>A motor cycle of any horsepower not otherwise eligible to be registered for a nil fee or for a lesser fee 20% base fee</td>
</tr>
<tr>
<td>2 Recreation motor cycle</td>
<td>A recreation motor cycle that is— (a) restricted to highways that are— (i) located outside built-up areas as defined by speed zones of less than 100 km/h; and (ii) not declared as freeways or arterial roads under the Road Management Act 2004; or (b) used exclusively in an area that is not a road solely for the training and assessment of a holder of a motor cycle learner permit by an organisation approved by the Corporation for that purpose. $7.80</td>
</tr>
<tr>
<td>3 Light motor vehicle</td>
<td>A motor vehicle with an MRC not exceeding 4.5 tonnes that is not otherwise entitled to be registered for a nil fee or for a lesser fee base fee</td>
</tr>
</tbody>
</table>
### 4 Heavy vehicle

A motor vehicle of a kind referred to in Schedule 4 with an MRC exceeding 4.5 tonnes that is not otherwise entitled to be registered for a nil fee or for a lesser fee.

<table>
<thead>
<tr>
<th>Base fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.00</td>
</tr>
</tbody>
</table>

### 5 Vehicle registered in the name of a charitable, benevolent or religious institution

A vehicle not for the carriage of passengers or a load for hire or reward that—

(a) is owned by and marked with the name of a charitable, benevolent or religious institution; and

(b) is used principally in connection with the management or business of the charitable, benevolent or religious institution by or on behalf of the authority controlling the institution.

<table>
<thead>
<tr>
<th>Fee payable</th>
</tr>
</thead>
<tbody>
<tr>
<td>nil</td>
</tr>
</tbody>
</table>

### 6 Primary producer vehicles

(1) A vehicle registered or to be registered in the name of a primary producer used or to be used solely in the business of the registered operator as a primary producer, being—

(a) a prime mover that is—

(i) a light motor vehicle

(ii) a 2 axle prime mover nominated as a short combination prime mover

(iii) a heavy vehicle with 4 axles that is registered as a single unit with an MRC exceeding 20 tonnes

(iv) a 2 axle prime mover nominated as a medium combination prime mover or a long combination prime mover

(v) a prime mover with 3 or more axles;

<table>
<thead>
<tr>
<th>Base fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.50</td>
</tr>
<tr>
<td>0.50</td>
</tr>
<tr>
<td>0.20</td>
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<tr>
<td>0.20</td>
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<tr>
<td>0.20</td>
</tr>
</tbody>
</table>
(b) a vehicle that is constructed for carrying a load, being—

(i) a light motor vehicle 50% base fee

(ii) a light trailer nil

(iii) a heavy vehicle that is a 2-axle or 3-axle rigid truck registered as a single unit or as a 2-axle truck nominated as a short combination truck 50% base fee

(iv) a heavy vehicle that is a 4-axle rigid truck registered as a single unit with an MRC not exceeding 20 tonnes 44.44% base fee

(v) a heavy vehicle with 4 axles registered as a single unit with an MRC exceeding 20 tonnes 20% base fee

(vi) a rigid truck with 3 or more axles nominated as any combination 20% base fee

(vii) a 2-axle rigid truck nominated as a medium combination or a long combination truck 20% base fee

(viii) a heavy trailer. 20% base fee

(2) A vehicle registered or to be registered in the name of a primary producer used or to be used solely in the business of the applicant for registration or the registered operator as a primary producer, being—

(a) a motor vehicle—

(i) so constructed that its engine is used to drive or operate an agricultural implement forming an integral part of the vehicle; and

(ii) the primary purpose of which is not to carry a load; or
### Column 1

<table>
<thead>
<tr>
<th>Vehicle category</th>
<th>Fee payable</th>
</tr>
</thead>
<tbody>
<tr>
<td>(b) a tractor with an MRC of 4.5 tonnes or less; or</td>
<td>nil</td>
</tr>
<tr>
<td>(c) special work vehicle.</td>
<td>nil</td>
</tr>
</tbody>
</table>

(3) A vehicle registered or to be registered in the name of a primary producer used or to be used for travelling within a radius of 25 kilometres from the registered operator's residence or residential address for the purpose of working the land of another primary producer, being—

(a) a motor vehicle—

(i) so constructed that its engine is used to drive or operate an agricultural implement forming an integral part of the vehicle; and

(ii) the primary purpose of which is not to carry a load; or

(b) a tractor with an MRC of 4.5 tonnes or less; or

(c) special work vehicle. nil

(4) A Special Purpose Vehicle (type 2) as defined in Part 2 of the National Schedule that is—

(a) conditionally registered or to be registered in the name of a primary producer to operate on a highway at any distance from the registered operator's residence or residential address; and

(b) used or to be used solely in the business of the registered operator as a primary producer. 20% base fee

(5) A motor vehicle registered or to be registered in the name of a primary producer that is certified by the Country Fire Authority to be a motor vehicle specifically equipped for and exclusively used for combating outbreaks of fire. nil
<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
<th>Fee payable</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle category</strong></td>
<td><strong>Fee payable</strong></td>
<td></td>
</tr>
<tr>
<td><strong>7 Mobile Plant</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A motor vehicle with an MRC not exceeding 4.5 tonnes, including a tractor—</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) that is not designed solely for carrying passengers; and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) for which the carrying of a load is incidental to the purpose for which the vehicle was constructed, except water in the case of concrete pumps and fire trucks; and</td>
<td></td>
<td>50% base fee</td>
</tr>
<tr>
<td>(c) that is not a tow truck, and is not otherwise eligible to be registered for a lesser fee.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>8 French Island Motor Vehicle</strong></td>
<td></td>
<td>nil</td>
</tr>
<tr>
<td>A motor vehicle registered or to be registered in the name of a person resident on French Island and used solely on French Island.</td>
<td></td>
<td>nil</td>
</tr>
<tr>
<td><strong>9 Transport for disabled, handicapped or injured</strong></td>
<td></td>
<td>nil</td>
</tr>
<tr>
<td>A vehicle that—</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) is registered or to be registered in the name of St John's Ambulance Australia (Victoria) Inc and is used for the transport of the disabled, handicapped or injured; or</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) is registered or to be registered in, and marked with, the name of a body established for a public purpose and not for private gain and is only used for the conveyance of disabled or handicapped people for training, education or employment.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>10 Incapacitated person’s vehicle</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A vehicle registered or to be registered in the name of an incapacitated person if—</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) the vehicle is designed solely for the conveyance of one incapacitated person; and</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Road Safety (Vehicles) Regulations 2009  
S.R. No. 118/2009

### Sch. 3

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle category</strong></td>
<td><strong>Fee payable</strong></td>
</tr>
<tr>
<td>(b) the person’s mobility is seriously impaired; and</td>
<td>nil</td>
</tr>
<tr>
<td>(c) the vehicle will not be used to convey any other person.</td>
<td>nil</td>
</tr>
</tbody>
</table>

#### 11 Private vehicle used to convey incapacitated person

A vehicle registered or to be registered in the name of—

(a) an incapacitated person; or

(b) the parent or legal guardian of an incapacitated person who is a minor—

if the vehicle—

(c) is specially converted to provide wheelchair access to and egress from the vehicle; and

(d) is capable of carrying at least one occupied wheelchair; and

(e) is or is to be used for conveying an incapacitated person whose mobility is seriously impaired; and

(f) is not a taxi-cab within the meaning of the **Transport Act 1983**.  

#### 12 Government or charitable vehicle used to convey incapacitated person

A vehicle registered or to be registered in the name of—

(a) a charitable, benevolent or religious institution; or

(b) the Crown; or

(c) a public statutory authority; or

(d) a Council within the meaning of the **Local Government Act 1989**—
<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle category</td>
<td>Fee payable</td>
</tr>
</tbody>
</table>

if the vehicle—

(e) is specially converted to provide wheelchair access to and egress from the vehicle; and

(f) is capable of carrying at least one occupied wheelchair; and

(g) is or is to be used for conveying an incapacitated person whose mobility is seriously impaired; and

(h) is marked with the name of the registered operator or, in the case of the Crown, with the name of the relevant department or agency; and

(i) is not a taxi-cab within the meaning of the *Transport Act 1983*. nil

13 Incapacitated war veteran's vehicle

A motor vehicle not used except for social, domestic or pleasure purposes registered or to be registered in the name of, or to be transferred to, a person who—

(a) is assessed pursuant to the Veterans' Entitlements Act 1986 of the Commonwealth—

(i) as a veteran to whom section 22 of that Act applies at the 100% or higher rate; or

(ii) as a veteran to whom section 23, 24, 25 or 104 of that Act applies; and

(b) owns no other vehicle currently registered without fee in accordance with this item. nil
<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle category</td>
<td>Fee payable</td>
</tr>
<tr>
<td>14 School Tractor</td>
<td>20% base fee</td>
</tr>
<tr>
<td>A tractor that is registered or to be registered in the name of a school council established under Division 2 of Part 2.3 of the <strong>Education and Training Reform Act 2006</strong> and that—</td>
<td></td>
</tr>
<tr>
<td>(a) is marked with the name of the registered operator or the person who applies to become the registered operator; and</td>
<td></td>
</tr>
<tr>
<td>(b) is used exclusively in connection with the management and care of lands used by the school for which the council is established.</td>
<td></td>
</tr>
<tr>
<td>15 Light trailer</td>
<td>20% base fee</td>
</tr>
<tr>
<td>A trailer, including a semi-trailer, with an MRC not exceeding 4.5 tonnes.</td>
<td></td>
</tr>
<tr>
<td>16 Heavy trailer</td>
<td>base fee</td>
</tr>
<tr>
<td>A trailer, including a semi-trailer, of a kind referred to in Part 2 of the National Schedule with an MRC exceeding 4.5 tonnes.</td>
<td></td>
</tr>
<tr>
<td>17 Fire fighting and emergency response vehicle</td>
<td></td>
</tr>
<tr>
<td>A vehicle that—</td>
<td></td>
</tr>
<tr>
<td>(a) is owned by a State Emergency Service volunteer unit or a Country Fire Authority brigade or a municipal council or the Shepparton Search &amp; Rescue Squad Inc. or the Echuca and Moama Search and Rescue Squad Inc.; and</td>
<td></td>
</tr>
<tr>
<td>(b) is registered or to be registered in the name of a nominee on behalf of the unit, brigade or squad or in the name of a municipal council; and</td>
<td></td>
</tr>
<tr>
<td>Vehicle category</td>
<td>Fee payable</td>
</tr>
<tr>
<td>------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>(c) is certified by the State Emergency Service or the Country Fire Authority or the Shepparton Search &amp; Rescue Squad Inc. or the Echuca and Moama Search and Rescue Squad Inc. as a vehicle that is specifically equipped for and exclusively used for combating outbreaks of fire or for emergency response.</td>
<td>nil</td>
</tr>
</tbody>
</table>

18 Consular vehicle

A vehicle that is registered or to be registered in the name of a person who—

(a) holds a diplomatic post of the rank of Consul-General, Consul or Vice Consul; or

(b) is an Honorary Head of Post or a person employed in the administrative or technical service of a consulate-general, consulate, vice-consulate or consular agency who—

(i) is not an Australian citizen; and

(ii) is not holding the post of Trade Commissioner. | nil |
REGISTRATION FEES FOR HEAVY VEHICLES

PART 1—PRELIMINARY

1 Application

This Schedule applies to motor vehicles that have a MRC (Mass Rating for Charging) of more than 4.5 tonnes.

2 Definitions

In this Schedule—

annual adjustment factor means the factor calculated in accordance with clause 3 of this Schedule;

B-double combination means a combination consisting of a prime mover towing 2 semi-trailers;

B-double lead trailer means a semi-trailer that is nominated for use as the lead trailer in a B-double combination;

B-triple combination means a combination consisting of a prime mover towing 3 semi-trailers;

B-triple lead trailer means a semi-trailer that is nominated for use as the lead trailer in a B-triple combination;

B-triple middle trailer means a semi-trailer that is nominated for use as the second trailer in a B-triple combination;
bus means a motor vehicle, built mainly to carry people, that seats more than 9 adults (including the driver);

bus (type 1) means a rigid bus that has 2 axles and an MRC not exceeding 12 tonnes;

bus (type 2) means—
(a) a rigid bus that has 2 axles and an MRC exceeding 12 tonnes; or
(b) a rigid bus that has 3 or 4 axles;

compliance plate means a plate authorised to be placed on a vehicle, or taken to have been placed on a vehicle, under the Motor Vehicle Standards Act 1989 of the Commonwealth;

converter dolly means a trailer with a fifth wheel coupling designed to support a semi-trailer for hauling purposes;

lead trailer, in a combination, means the trailer that is, or that is to be, attached to the prime mover;

load carrying vehicle means a vehicle designed and constructed to haul or carry goods and wares in addition to any fuel, water, lubricants, tools and any other equipment or accessories necessary for normal operation of the vehicle;

loaded mass, in relation to a vehicle, means the sum of the mass of the vehicle and the mass of the load on the vehicle that is imposed on the surface on which the vehicle is standing or running;

long combination truck means a truck nominated to haul 2 or more trailers;
medium combination truck means a truck, other than a short combination truck, nominated to haul one trailer;

multi-combination prime mover means a prime mover nominated to haul 2 or more trailers;

nominated means nominated by the person applying for registration;

operating mass, in relation to a vehicle, means the mass of the vehicle, including any load, as determined by the Registration Authority having regard to the design and construction of the vehicle or of any of its components;

Registration Authority means the authority that is responsible for registering vehicles;

semi-trailer means a trailer (including a pole-type trailer) that has—

(a) one axle group or a single axle towards the rear; and

(b) a means of attachment to a prime mover or a converter dolly that results in some of the load being imposed on the prime mover, or the converter dolly, as the case may be;

short combination prime mover means a prime mover nominated to haul one semi-trailer;

short combination truck means a truck nominated to haul one trailer where, according to the nomination—

(a) the combination has 6 axles or fewer; and

(b) the maximum total mass that is legally allowable for the combination is 42.5 tonnes or less;
special purpose vehicle (type O) means a special purpose vehicle (other than a special purpose vehicle (type P))—

(a) built, or permanently modified, primarily for use on roads; and

(b) that has at least one axle or axle group loaded in excess of the axle load limits specified in the Table at the foot of this definition;

Example
Mobile cranes, fire engines, truck-mounted concrete pumps and boring plants are special purpose vehicles (type O).

Note
A special purpose vehicle (type O) may also fall within the definition of special purpose vehicle (type T) if it has no axle or axle group loaded in excess of the axle load limits specified in the Table at the foot of this definition.

Table
Axle load limits

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Column 1</th>
<th>Column 2 Type of axle or axle group</th>
<th>Column 3 Axle load limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Single axles</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(a) 2 tyres</td>
<td></td>
<td>6.0 tonnes</td>
</tr>
<tr>
<td></td>
<td>(b) 2 wide profile tyres:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) 375 millimetres to 450 millimetres</td>
<td></td>
<td>6.7 tonnes</td>
</tr>
<tr>
<td></td>
<td>(ii) over 450 millimetres</td>
<td></td>
<td>7.0 tonnes</td>
</tr>
<tr>
<td></td>
<td>(c) 4 or more tyres:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) on pig trailers</td>
<td></td>
<td>8.5 tonnes</td>
</tr>
<tr>
<td></td>
<td>(ii) on other vehicles</td>
<td></td>
<td>9.0 tonnes</td>
</tr>
<tr>
<td>Column 1</td>
<td>Column 2</td>
<td>Column 3</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>----------</td>
<td>----------</td>
<td></td>
</tr>
<tr>
<td>Item No.</td>
<td>Type of axle or axle group</td>
<td>Axle load limit</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Twinsteer axle groups</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(a) non-load-sharing suspensions</td>
<td>10.0 tonnes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(b) load-sharing suspensions</td>
<td>11.0 tonnes</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Tandem axle groups</td>
<td>11.0 tonnes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(a) 4 tyres</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(b) 4 wide profile tyres—</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) 375 millimetres to 450 millimetres</td>
<td>13.3 tonnes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(ii) over 450 millimetres</td>
<td>14.0 tonnes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(c) 6 tyres</td>
<td>13.0 tonnes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(d) 8 or more tyres—</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) on pig trailers</td>
<td>15.0 tonnes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(ii) on other vehicles</td>
<td>16.5 tonnes</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Tri-axle groups</td>
<td>15.0 tonnes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(a) 6, 8 or 10 tyres</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(b) 6 wide profile tyres (375 millimetres or over)—</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) on pig trailers</td>
<td>18.0 tonnes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(ii) on other vehicles</td>
<td>20.0 tonnes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(c) 12 or more tyres—</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) on pig trailers</td>
<td>18.0 tonnes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(ii) on other vehicles</td>
<td>20.0 tonnes</td>
<td></td>
</tr>
</tbody>
</table>
special purpose vehicle (type P) means a special purpose vehicle built, or permanently modified, primarily for—

(a) off-road use; or

(b) use on a road related area; or

(c) use on an area of road that is under construction or repair;

Example
Agricultural tractors, self-propelled agricultural harvesters, bulldozers, backhoes, graders and front-end loaders are special purpose vehicles (type P).

special purpose vehicle (type T) means a special purpose vehicle (other than a special purpose vehicle (type P))—

(a) built, or permanently modified, primarily for use on roads; and

(b) that has no axle or axle group loaded in excess of the axle load limits specified in the Table under the definition of special purpose vehicle (type O);

Example
Mobile cranes, fire engines, truck-mounted concrete pumps and boring plants are special purpose vehicles (type T).

Note
A special purpose vehicle (type T) may also fall within the definition of special purpose vehicle (type O) if it has at least one axle or axle group loaded in excess of the axle load limits specified in the Table at the foot of that definition.

truck (type 1) means a truck that has—

(a) 2 axles and an MRC not exceeding 12 tonnes; or
(b) 3 axles and an MRC not exceeding 16·5 tonnes; or
(c) 4 or more axles and an MRC not exceeding 20 tonnes;

_truck (type 2)_ means a truck that has—
(a) 2 axles and an MRC exceeding 12 tonnes; or
(b) 3 axles and an MRC exceeding 16·5 tonnes; or
(c) 4 or more axles and an MRC exceeding 20 tonnes;

_twinsteer axle group_ means a group of 2 axles—
(a) with single tyres; and
(b) fitted to a motor vehicle; and
(c) connected to the same steering mechanism; and
(d) the horizontal distance between the centre lines of which is at least one metre, but not more than 2 metres.

3 Annual adjustment factor

(1) The annual adjustment factor for a financial year (the _relevant year_) is to be calculated as follows—

(a) the following formula is to be applied—

\[(0.454 \times RA) + (0.362 \times UA) + (0.119 \times RL) + (0.064 \times UL) - 1.0\]

where—

_RA_ means the Rural Arterial Road Expenditure adjustment factor that applies for that year in accordance with this clause;_
RL means the Rural Local Road Expenditure adjustment factor that applies for that year in accordance with this clause;

UA means the Urban Arterial Road Expenditure adjustment factor that applies for that year in accordance with this clause;

UL means the Urban Local Road Expenditure adjustment factor that applies for that year in accordance with this clause;

(b) the amount determined under paragraph (a) is to be rounded up or down to one decimal place (rounding an amount of 0·05 upwards).

Example
An amount of 3·55 would be rounded up to 3·6.

(c) the result is the raw annual adjustment factor (RAAF) expressed as a percentage;

(d) if the annual report of the National Transport Commission for the financial year that ended 1 year before the start of the relevant year does not provide the information needed to calculate the value of TFU in clause 3A and the values of HV and TTR in clause 3B, then the raw annual adjustment factor is the annual adjustment factor for the relevant year;

(e) if subclause (d) does not apply, then the following formula is to be applied—

\[ \text{PRABC} \times (1 + \text{RAAF}) \]

where—
PRABC is the Revised Adjusted Base Cost derived in calculating the annual adjustment factor in the previous financial year;

(f) the result is the Revised Adjusted Base Cost (RABC);

(g) next, the following formula is to be applied—

\[
\left( \frac{RABC - FR - RR}{FR + RR} \right) \times 100
\]

where—

FR means the estimated total amount of the road user charge under the Fuel Tax Act 2006 of the Commonwealth as calculated in accordance with clause 3A;

RR means the estimated revenue raised in relation to heavy vehicles by registration charges in Australia as calculated in accordance with clause 3B;

(h) finally, the amount determined under subclause (g) is to be rounded up or down to one decimal place (rounding an amount of 0.05 upwards);

(i) the result is the annual adjustment factor expressed as a percentage.

(2) The adjustment factors referred to in subclause (1) (RA, RL, UA and UL) for a financial year are to be calculated as follows—

(a) the expenditure for each adjustment factor for the Years 1 to 6 is to be multiplied by the following fraction to derive an amount of
adjusted expenditure for each of those years for each of those factors—

<table>
<thead>
<tr>
<th>Index number for Year 7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Index number for relevant Year of expenditure</td>
</tr>
</tbody>
</table>

where—

*expenditure*, for a financial year, means the amount specified in the most recent annual report of the NTC as being—

(i) in the case of RA, the estimated amount of expenditure on rural arterial roads for that year; and

(ii) in the case of UA, the estimated amount of expenditure on urban arterial roads for that year; and

(iii) in the case of RL, the estimated amount of expenditure on rural local roads for that year; and

(iv) in the case of UL, the estimated amount of expenditure on urban local roads for that year;

*index number*, for a particular financial year, means the road construction and maintenance price index number for 30 June of that year published by the Bureau of Infrastructure, Transport and Regional Economics;

**Example**

In August 2007 the Bureau of Infrastructure, Transport and Regional Economics published its index figure. As at 30 June 2007 the index number was 150.5. Thus the index number for the 2006 to 2007 financial year is 150.5.
most recent annual report of the NTC  
means the last annual report of the  
National Transport Commission that  
was tabled in each House of the  
Commonwealth Parliament before the  
start of the financial year for which the  
annual adjustment factor is being  
determined;

Year 1 means the financial year immediately  
before Year 2;

Year 2 means the financial year immediately  
before Year 3;

Year 3 means the financial year immediately  
before Year 4;

Year 4 means the financial year immediately  
before Year 5;

Year 5 means the financial year immediately  
before Year 6;

Year 6 means the financial year immediately  
before Year 7;

Year 7 means the financial year immediately  
before Year 8;

Year 8 means the latest financial year for  
which the amount of estimated  
expenditure on the relevant type of road  
mentioned in the definition of  
expenditure is specified in the most  
recent annual report of the NTC.

Examples of the determination of Year 8  
Suppose that, on 1 March 2010, the most recent  
annual report of the NTC to have been tabled is  
the annual report for 2008 to 2009, and that that  
report contains estimated expenditure figures  
for arterial roads up to and including the 2008  
to 2009 financial year and estimated  
expenditure figures for local roads up to and
including the 2006 to 2007 financial year. For the purpose of calculating RA and UA for the 2010 to 2011 financial year, Year 8 is the 2008 to 2009 financial year. For the purpose of calculating RL and UL for the 2010 to 2011 financial year, Year 8 is the 2006 to 2007 financial year.

Example of the calculation of the amount of adjusted expenditure for a year

Suppose that the Estimated Urban Arterial Road Expenditure for Year 4 is $2,010,000,000; that the index number for Year 4 is 129.7; and that the index number for Year 7 is 154.26. The adjusted expenditure for UA for Year 4 is $2,390,613,720 (that is (154.26/129.7) × $2,010,000,000).

(b) for each adjustment factor, the amount of adjusted expenditure for each of Years 1 to 6 is to be added together, and the expenditure for Year 7 is to be added to the total to derive the Combined Adjusted Expenditure for Years 1 to 7;

(c) the expenditure for each adjustment factor for the Years 2 to 7 is to be multiplied by the following fraction to derive an amount of adjusted expenditure for each of those years for each of those factors—

\[
\frac{\text{Index number for Year 8}}{\text{Index number for relevant Year of expenditure}}
\]

(d) for each adjustment factor, the amount of adjusted expenditure for each of Years 2 to 7 is to be added together, and the expenditure for Year 8 is to be added to the total to derive the Combined Adjusted Expenditure for Years 2 to 8;
(e) for each adjustment factor, the following formula is to be applied—

$$\left[ \frac{\text{Combined Adjusted Expenditure for Years 2 to 8}}{\text{Combined Adjusted Expenditure for Years 1 to 7}} \right] - 1 \times 100$$

where—

**Combined Adjusted Expenditure for Years 2 to 8**—see paragraph (d);

**Combined Adjusted Expenditure for Years 1 to 7**—see paragraph (b).

(f) the amount determined under this clause is to be rounded up or down to 4 decimal places (rounding an amount of 0.00005 upwards);

**Example**

An amount of 2.35065 would be rounded up to 2.3507.

### 3A Calculation of the estimated total amount of the road user charge

(1) The estimated total amount of the road user charge under the Fuel Tax Act 2006 of the Commonwealth (FR) is to be calculated in accordance with this clause.

(2) First, the following formula is to be applied—

$$\text{TFU} \times \text{RUC}$$

where—

**TFU** is the total fuel use by heavy vehicles in litres determined by adding together the estimated annual fuel use shown in the relevant annual report of the NTC for each category of heavy vehicle;

**RUC** is the road user charge rate (expressed in dollars) for the previous year that applied under section 43-10 of the Fuel Tax Act 2006 of the Commonwealth or if more than
one rate applied in that year, the last rate that applied in that year;

**previous year** means the financial year that immediately preceded the relevant year;

**relevant annual report of the NTC** means the annual report of the National Transport Commission for the financial year that ended 1 year before the start of the relevant year;

**relevant year** means the financial year for which the annual adjustment factor is being calculated.

(3) Second, the amount determined under subclause (2) is to be divided by 1 000 000.

(4) Third, the amount determined under subclause (3) is to be rounded up or down to 2 decimal places (rounding an amount of 0·005 upwards).

(5) The result is the estimated total amount of the road user charge.

**3B Calculation of estimated revenue raised from registration charges**

(1) The estimated revenue raised in relation to heavy vehicles by registration charges in Australia (RR) is to be calculated in accordance with this clause.

(2) First, the following formula is to be applied—

\[ HV + TRR \]

where—

**HV** is the sum of the amounts shown in the relevant annual report of the NTC as the estimated vehicle registration revenue excluding trailers for each category of heavy vehicle;
TTR is the sum of the amounts shown in the relevant annual report of the NTC as the estimated trailer registration revenue for each relevant category of heavy vehicle;

relevant annual report of the NTC means the annual report of the National Transport Commission for the financial year that ended 1 year before the start of the financial year for which the annual adjustment factor is being calculated.

(3) Second, the amount determined under subclause (2) is to be divided by 1 000 000.

(4) Third, the amount determined under subclause (3) is to be rounded up or down to 2 decimal places (rounding an amount of 0.005 upwards).

(5) The result is the estimated revenue raised in relation to heavy vehicles by registration charges in Australia.

3C Transitional provision in relation to the calculation of the annual adjustment factor for 2010–2011

Despite anything to the contrary in clause 3, for the purposes of calculating the annual adjustment factor for the 2010–2011 financial year—

(a) in clause 3(1)(e), PRABC is 2015.15; and

(b) in clauses 3A and 3B, a reference to "the relevant annual report of the NTC" is to be read as if it was a reference to "the tables published by the National Transport Commission before 1 July 2010 in the Commonwealth Government Gazette for the purposes of this Schedule".
4 Close-spaced axles

(1) For the purposes of this Schedule (other than the definitions of single axle group, tandem axle group, twinsteer axle group, tri-axle group and quad-axle group)—

(a) 2 axles less than one metre apart are to be regarded as 1 axle; and

(b) 3 axles not more than 2 metres apart are to be regarded as 2 axles; and

(c) 4 axles not more than 3.2 metres apart are to be regarded as 3 axles.

(2) A reference to a distance in subclause (1) is a reference to the horizontal distance between the centre-lines of—

(a) in the case of subclause (1)(a), the 2 axles; and

(b) in any other case, the outermost axles.

5 Determination of number of trailers

For the purposes of determining the number of trailers that a prime mover or truck is nominated to haul for the purposes of this Schedule—

(a) a converter dolly and a semi-trailer when used together are to be regarded as one trailer; and

(b) a low loader dolly and a low loader when used together are to be regarded as one trailer.

Note

Nothing in this clause affects the requirement under this Schedule that a separate annual registration fee be paid for each converter dolly or low loader dolly and for each semi-trailer.
6 Special purpose vehicles

In paragraph (a) of the definition of special purpose vehicle—

**goods** do not include fuel, water, lubricants, tools and any other equipment or accessories necessary for the normal operation of the vehicle;

**Example**

In the case of a crane, **goods** would not include any chains on the crane necessary to operate the crane.

**passengers** does not include the driver, a trainee driver or any person necessary for the normal operation of the vehicle.

PART 2—REGISTRATION FEES FROM 1 JULY 2009 TO 30 JUNE 2010

7 Registration fees from 1 July 2009 to 30 June 2010

The fee which is payable from 1 July 2009 to 30 June 2010 for registration or renewal of registration of a vehicle to which this Schedule applies is the amount calculated for the vehicle in accordance with the relevant Tables to this clause.

**Tables**

Table 1—Load-carrying vehicles

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Vehicle type</th>
<th>2 axles</th>
<th>3 axles</th>
<th>4 axles</th>
<th>5 or more axles</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Fee per vehicle</td>
<td>Fee per vehicle</td>
<td>Fee per vehicle</td>
<td>Fee per vehicle</td>
</tr>
<tr>
<td>1</td>
<td>Truck (type 1)</td>
<td>$392</td>
<td>$673</td>
<td>$673</td>
<td>$673</td>
</tr>
<tr>
<td>2</td>
<td>Truck (type 2)</td>
<td>$673</td>
<td>$886</td>
<td>$886</td>
<td>$886</td>
</tr>
<tr>
<td>3</td>
<td>Short combination truck</td>
<td>$673</td>
<td>$886</td>
<td>$1644</td>
<td>$1644</td>
</tr>
</tbody>
</table>

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### Table 1—Vehicles

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Vehicle type</th>
<th>2 axles</th>
<th>3 axles</th>
<th>4 axles</th>
<th>5 or more axles</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Medium combination truck</td>
<td>$6014</td>
<td>$6014</td>
<td>$6496</td>
<td>$6496</td>
</tr>
<tr>
<td>5</td>
<td>Long combination truck</td>
<td>$8293</td>
<td>$8293</td>
<td>$8293</td>
<td>$8293</td>
</tr>
<tr>
<td></td>
<td><strong>Prime Movers</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Short combination prime mover</td>
<td>$1032</td>
<td>$4056</td>
<td>$4460</td>
<td>$4460</td>
</tr>
<tr>
<td>7</td>
<td>Multi-combination prime mover</td>
<td>$7276</td>
<td>$7276</td>
<td>$8003</td>
<td>$8003</td>
</tr>
</tbody>
</table>

### Table 2—Trailers

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Trailer type</th>
<th>Single axle</th>
<th>Tandem axle group</th>
<th>Tri-axle group</th>
<th>Quad-axle group and above</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Fee per axle</td>
<td>Fee per axle</td>
<td>Fee per axle</td>
<td>Fee per axle</td>
</tr>
<tr>
<td>1</td>
<td>Pig Trailer</td>
<td>$392</td>
<td>$392</td>
<td>$392</td>
<td>$392</td>
</tr>
<tr>
<td>2</td>
<td>Dog Trailer</td>
<td>$392</td>
<td>$392</td>
<td>$392</td>
<td>$392</td>
</tr>
<tr>
<td>3</td>
<td>Semi-Trailer</td>
<td>$392</td>
<td>$392</td>
<td>$418</td>
<td>$418</td>
</tr>
<tr>
<td>4</td>
<td>B-Double lead trailer and B-triple lead and middle trailers</td>
<td>$392</td>
<td>$1176</td>
<td>$1228</td>
<td>$1228</td>
</tr>
<tr>
<td>5</td>
<td>Converter dolly or low-loader dolly</td>
<td>$392</td>
<td>$392</td>
<td>$392</td>
<td>$392</td>
</tr>
</tbody>
</table>
Table 3—Buses

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Bus type</th>
<th>2 axles</th>
<th>3 axles</th>
<th>4 or more axles</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fee per vehicle</td>
<td>Fee per vehicle</td>
<td>Fee per vehicle</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Bus (type 1)</td>
<td>$392</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>2</td>
<td>Bus (type 2)</td>
<td>$392</td>
<td>$2154</td>
<td>$2154</td>
</tr>
<tr>
<td>3</td>
<td>Articulated bus</td>
<td>–</td>
<td>$392</td>
<td>$392</td>
</tr>
</tbody>
</table>

Table 4—Special purpose vehicles

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Vehicle type</th>
<th>Fee per vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Special purpose vehicle (type P)</td>
<td>Nil</td>
</tr>
<tr>
<td>2</td>
<td>Special purpose vehicle (type T)</td>
<td>$256</td>
</tr>
<tr>
<td>3</td>
<td>Special purpose vehicle (type O)</td>
<td>The fee is calculated using the formula: $320 + ($320 × Number of axles over 2).</td>
</tr>
</tbody>
</table>

8 Vehicles in 2 or more categories

If a vehicle falls within 2 or more categories of vehicle that are relevant to this Schedule, the fee for the vehicle is the higher or highest of the fees that apply to the vehicle.

PART 3—FEES FROM 1 JULY 2010 TO 30 JUNE 2011

9 Annual registration fees from 1 July 2010 to 30 June 2011

(1) The annual registration fee for a vehicle to which this Act applies, other than semi-trailers, B-double lead trailers and B-triple lead and middle trailers, for the 2010–2011 financial year is to be calculated as follows—
(a) the annual registration fee that was payable for the vehicle for the 2009–2010 financial year *(the previous annual registration fee)* is to be multiplied by the Annual Adjustment Factor percentage determined for the 2010–2011 financial year;

(b) the result is to be added to or, if the percentage was negative, subtracted from the previous annual registration fee;

(c) the result is to be rounded up or down to the nearest whole dollar amount (rounding an amount of 50 cents upwards).

(2) The fee for semi-trailers, B-double lead trailers and B-triple lead and middle trailers for the 2010–2011 financial year is to be calculated as follows—

(a) *step 1*—The relevant amount set out in the Table at the foot of this subclause is to be added to the annual registration charge that was payable for the vehicle for the 2009–2010 financial year;

(b) *step 2*—The result is to be multiplied by the Annual Adjustment Factor percentage determined for that period;

(c) *step 3*—The result is to be added to, or subtracted from (if the percentage was negative), the amount determined under step 1;

(d) *step 4*—The result is to be rounded up or down to the nearest whole dollar amount (rounding an amount of 50 cents upwards).
Table—Registration Charge Increments to apply on 1 July 2010

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Type</th>
<th>Column 1</th>
<th>Column 2</th>
<th>Column 3</th>
<th>Column 4</th>
<th>Column 5</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Single axle or single axle group</td>
<td>Tandem axle group</td>
<td>Tri-axle group</td>
<td>Quad-axle group and above</td>
</tr>
<tr>
<td>1</td>
<td>Semi-Trailer</td>
<td>–</td>
<td>–</td>
<td>$25</td>
<td>$25</td>
<td>$25</td>
</tr>
<tr>
<td>2</td>
<td>B-Double lead trailer and B-triple lead and middle trailers</td>
<td>–</td>
<td>$760</td>
<td>$810</td>
<td>$810</td>
<td></td>
</tr>
</tbody>
</table>

10 Annual registration fees after 30 June 2011

The annual registration fee for a vehicle to which this Schedule applies for any financial year after 30 June 2011 (the relevant financial year) is to be calculated as follows:

(a) the annual registration fee that was payable for the vehicle for the financial year immediately preceding the relevant financial year (the previous annual registration charge) is to be multiplied by the Annual Adjustment Factor percentage for the relevant financial year;

(b) the result is to be added to or, if the percentage was negative, subtracted from the previous annual registration fee;

(c) the result is to be rounded up or down to the nearest whole dollar amount (rounding an amount of 50 cents upwards).
11 Clarification of meaning of previous annual registration fee

A reference to the previous annual registration fee for a vehicle in clauses 9 and 10 is a reference to the fee that was payable for the vehicle under this Schedule had the vehicle been registered for the entire relevant financial year, regardless of whether the amount of the fee was paid or not.

12 Vehicles in 2 or more categories

If a vehicle falls within 2 or more categories of vehicle that are subject to a fee under this Schedule, the fee for the vehicle is the higher or highest of the fees that apply to the vehicle.
## MISCELLANEOUS FEES

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2 Description</th>
<th>Column 3 Regulation</th>
<th>Column 4 Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Vehicle inspection appointment</td>
<td>26(a)</td>
<td>$15.30</td>
</tr>
<tr>
<td>2</td>
<td>Vehicle inspection appointment transfer</td>
<td>26(b)</td>
<td>$15.30</td>
</tr>
<tr>
<td>3</td>
<td>Vehicle inspection performed at the Corporation's premises</td>
<td>26(c)</td>
<td>$24.40</td>
</tr>
<tr>
<td>4</td>
<td>Vehicle inspection performed outside the Corporation's premises</td>
<td>26(c)</td>
<td>$43.40</td>
</tr>
<tr>
<td>5</td>
<td>Issue of dealer certification inspection report book</td>
<td>31(3)(a)</td>
<td>$460.60</td>
</tr>
<tr>
<td>6</td>
<td>Issue of replacement certificate of registration and/or registration label</td>
<td>42 and 54</td>
<td>$14.90</td>
</tr>
<tr>
<td>7</td>
<td>Assignment of identifying number</td>
<td>44(4)</td>
<td>$103.60</td>
</tr>
<tr>
<td>8</td>
<td>Issue of number plates (per plate)</td>
<td>45(1)</td>
<td>$15.30</td>
</tr>
<tr>
<td>9</td>
<td>Replacement of standard number plates (per plate)</td>
<td>46(b)</td>
<td>$28.40</td>
</tr>
<tr>
<td>10</td>
<td>Repossession by financiers</td>
<td>77(4)(b)</td>
<td>$3.20</td>
</tr>
<tr>
<td>11</td>
<td>Short-term unregistered vehicle permit—for each 28 days or part of 28 days of the permit's validity</td>
<td>133(2)</td>
<td>$\text{7 fee units}$</td>
</tr>
<tr>
<td>12</td>
<td>Annual fee for general identification mark</td>
<td>142(1)(a)</td>
<td>$95.20</td>
</tr>
<tr>
<td>13</td>
<td>Annual fee for trade plates (per plate)</td>
<td>142(1)(b)</td>
<td>$39.00</td>
</tr>
<tr>
<td>Item</td>
<td>Description</td>
<td>Column 3 Regulation</td>
<td>Column 4 Fee</td>
</tr>
<tr>
<td>------</td>
<td>-----------------------------------------------------------------------------</td>
<td>---------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>14</td>
<td>Issue of club permit</td>
<td>153(2)(c)</td>
<td>3.2 fee units</td>
</tr>
<tr>
<td>15</td>
<td>Issue of class 1 permit</td>
<td>180(6)</td>
<td>$57.00</td>
</tr>
<tr>
<td>16</td>
<td>Issue of class 2 permit</td>
<td>190(5)(b)</td>
<td>$57.00</td>
</tr>
<tr>
<td>17</td>
<td>Issue of class 3 permit</td>
<td>196(5)(b)</td>
<td>$57.00</td>
</tr>
<tr>
<td>18</td>
<td>Application for tester's licence or for approval of additional or replacement premises</td>
<td>200(b)</td>
<td>8 fee units</td>
</tr>
<tr>
<td>19</td>
<td>Renewal of tester's licence</td>
<td>206(2)(b)</td>
<td>1.6 fee units</td>
</tr>
<tr>
<td>20</td>
<td>Issue of duplicate tester's licence</td>
<td>208</td>
<td>1.54 fee units</td>
</tr>
<tr>
<td>21</td>
<td>Supply of certificate of roadworthiness books—per book of 100 certificates</td>
<td>228(1)(a)</td>
<td>$145.50</td>
</tr>
<tr>
<td>22</td>
<td>Supply of VIV certificate books—per book of 50 certificates</td>
<td>98(2)(a)</td>
<td>$72.70</td>
</tr>
<tr>
<td>23</td>
<td>Refund processing</td>
<td>106(3)</td>
<td>$15.30</td>
</tr>
<tr>
<td>24</td>
<td>Certification that vehicle has been fitted with a compliant system of electronic stability control</td>
<td>34(3)(b)(iii)</td>
<td>$5.80 for each motor vehicle certified</td>
</tr>
</tbody>
</table>
### SEARCH AND EXTRACT FEES

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Issue of certificate under section 84(1) or (4A) of the Act</td>
<td>$8.10</td>
</tr>
<tr>
<td>2</td>
<td>Issue of extract of current information</td>
<td>$8.10</td>
</tr>
<tr>
<td>3</td>
<td>Issue of extract of historical information</td>
<td>$15.60</td>
</tr>
<tr>
<td>4</td>
<td>Issue of information by telephone on telephone enquiry from a municipal council</td>
<td>$8.10</td>
</tr>
<tr>
<td>5</td>
<td>Search for any other purposes—</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) of current records</td>
<td>$8.10</td>
</tr>
<tr>
<td></td>
<td>(ii) of historical records</td>
<td>$15.60</td>
</tr>
</tbody>
</table>
SCHEDULE 7

Regulation 177(2)

MASS AND DIMENSION LIMITS AND OTHER REQUIREMENTS FOR CLASS 1 VEHICLES

PART 1—MASS AND DIMENSION LIMITS AND OTHER REQUIREMENTS FOR ALL CLASS 1 VEHICLES

Division 1—General

1 Application of this Part

(1) Subject to subclause (2), this Part applies to all class 1 vehicles.

(2) If a mass or dimension limit or other requirement is set out in Part 2, 3 or 4 of this Schedule in relation to a vehicle, that mass or dimension limit or other requirement applies to that vehicle instead of the relevant mass or dimension limit or other requirement set out in this Part.

Division 2—Mass limits

2 Mass limits on axles relating to tyre width

(1) If a class 1 vehicle has an axle fitted with 2 tyres, the mass limit for the axle in relation to the narrowest tyre (specified in column 1 of Table 1) on that axle is the limit set out opposite that axle in column 2 of that Table.

(2) If a class 1 vehicle has an axle fitted with 4 tyres, the mass limit for the axle in relation to the narrowest tyre (specified in column 1 of Table 1) on that axle is the limit set out opposite that axle in column 3 of that Table.
### Table 1

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Tyre width of the narrowest tyre on the axle at least</th>
<th>but less than</th>
<th>Column 2 Mass limit if the axle has 2 tyres</th>
<th>Column 3 Mass limit if the axle has 4 tyres</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>190 millimetres</td>
<td>228 millimetres</td>
<td>4.5 tonnes</td>
<td>9.0 tonnes</td>
</tr>
<tr>
<td>2</td>
<td>228 millimetres</td>
<td>254 millimetres</td>
<td>5.0 tonnes</td>
<td>9.5 tonnes</td>
</tr>
<tr>
<td>3</td>
<td>254 millimetres</td>
<td>279 millimetres</td>
<td>6.0 tonnes</td>
<td>10.0 tonnes</td>
</tr>
<tr>
<td>4</td>
<td>279 millimetres</td>
<td>305 millimetres</td>
<td>6.5 tonnes</td>
<td>11.0 tonnes</td>
</tr>
<tr>
<td>5</td>
<td>305 millimetres</td>
<td>330 millimetres</td>
<td>7.0 tonnes</td>
<td>12.0 tonnes</td>
</tr>
<tr>
<td>6</td>
<td>330 millimetres</td>
<td>356 millimetres</td>
<td>7.5 tonnes</td>
<td>13.0 tonnes</td>
</tr>
<tr>
<td>7</td>
<td>356 millimetres</td>
<td>381 millimetres</td>
<td>8.0 tonnes</td>
<td>14.0 tonnes</td>
</tr>
<tr>
<td>8</td>
<td>381 millimetres</td>
<td>406 millimetres</td>
<td>9.0 tonnes</td>
<td>14.0 tonnes</td>
</tr>
<tr>
<td>9</td>
<td>406 millimetres</td>
<td>458 millimetres</td>
<td>10.0 tonnes</td>
<td>14.0 tonnes</td>
</tr>
<tr>
<td>10</td>
<td>458 millimetres</td>
<td>508 millimetres</td>
<td>11.0 tonnes</td>
<td>14.0 tonnes</td>
</tr>
<tr>
<td>11</td>
<td>508 millimetres</td>
<td>—</td>
<td>12.0 tonnes</td>
<td>14.0 tonnes</td>
</tr>
</tbody>
</table>

### 3 Mass limits on axle groups relating to tyre width

(1) If a class 1 vehicle has a tandem axle fitted with 4 tyres, the mass limit for the axle (specified in column 1 of Table 2) in relation to the narrowest tyre on that tandem axle is the limit set out opposite that axle in column 2 of that Table.

(2) If a class 1 vehicle has a tri-axle group fitted with 6 tyres, the mass limit in relation to the narrowest tyre (specified in column 1 of Table 2) on that tri-axle group is the mass limit set out opposite that axle in column 3 of that Table.
### Table 2

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Tyre width of the narrowest tyre in the group</th>
<th>Mass limit for a tandem axle group with 4 tyres</th>
<th>Mass limit for a tri-axle group with 6 tyres</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>at least but less than</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>381 millimetres 406 millimetres</td>
<td>16.5 tonnes 22.0 tonnes</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>406 millimetres 431 millimetres</td>
<td>17.0 tonnes 23.0 tonnes</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>431 millimetres 458 millimetres</td>
<td>17.5 tonnes 24.0 tonnes</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>458 millimetres 482 millimetres</td>
<td>18.0 tonnes 25.0 tonnes</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>482 millimetres 508 millimetres</td>
<td>18.5 tonnes 26.0 tonnes</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>508 millimetres —</td>
<td>19.0 tonnes 27.0 tonnes</td>
<td></td>
</tr>
</tbody>
</table>

### 4 Measurement of tyre widths

(1) For the purposes of Tables 1 and 2, the tyre width of a radial ply tyre is the number of millimetres marked on the tyre in the position labelled "Section width in millimetre" in figure 7 in the example.

**Example**

![Radial Ply Tyre Size](image)

Figure 7: Illustration of position of section width marking on radial ply tyre.
(2) For the purposes of Tables 1 and 2, the tyre width of a bias ply tyre is the number of millimetres equal to 25.4 times the number marked on the tyre in the position labelled "Width code in inches" in figure 8 in the example.

Example

<table>
<thead>
<tr>
<th>Bias Ply Tyre Size (code)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width code in inches</td>
</tr>
<tr>
<td>Film diameter code</td>
</tr>
<tr>
<td>Load index (L/C or N)</td>
</tr>
<tr>
<td>Speed rating</td>
</tr>
</tbody>
</table>

Illustration of position of width code marking on diagonal or bias ply tyre.

(3) If no section width or width code is marked on a tyre, the tyre width for the purposes of Tables 1 and 2 is to be determined by measuring the width of the part of the tyre that normally comes into contact with the road surface.

Division 3—Dimension limits

5 Dimension limits

(1) The relevant dimension limit for a dimension set out in column 2 of Table 3 in relation to a class 1 vehicle described in column 1 of that Table is the limit specified for that dimension in column 3 of that Table or the corresponding limit in Chapter 4 of these Regulations, whichever is the greater.
(1A) If a dimension limit is not specified in Table 3 in relation to a class 1 vehicle, the relevant dimension limit is the limit specified for that vehicle in Chapter 4 of these Regulations.

(2) For the purposes of Table 3, any flags, lights or mirrors required on a vehicle that comply with the standards for registration must be disregarded when measuring the dimensions of a vehicle.

Table 3

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Type of vehicle or combination</th>
<th>Dimension</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Any vehicle except an agricultural vehicle</td>
<td>Width</td>
<td>3.5 metres</td>
</tr>
<tr>
<td>2</td>
<td>Any vehicle except an agricultural vehicle</td>
<td>Height</td>
<td>4.6 metres</td>
</tr>
<tr>
<td>3</td>
<td>Any combination except an agricultural combination</td>
<td>Length</td>
<td>25.0 metres</td>
</tr>
<tr>
<td>4</td>
<td>Special purpose vehicle</td>
<td>Length</td>
<td>14.5 metres</td>
</tr>
<tr>
<td>5</td>
<td>Other rigid vehicle</td>
<td>Length</td>
<td>12.5 metres</td>
</tr>
<tr>
<td>6</td>
<td>Special purpose vehicle</td>
<td>Distance from the rear overhang line to rear of the vehicle</td>
<td>Lesser of 4.0 metres or 90% of the wheelbase</td>
</tr>
<tr>
<td>7</td>
<td>Semi-trailer</td>
<td>Distance from the rear overhang line to the rear of the vehicle (or load)</td>
<td>Lesser of 5.5 metres or 25% of the overall length of the laden combination</td>
</tr>
<tr>
<td>8</td>
<td>Special purpose vehicle</td>
<td>Projection in front of the centre of the steering wheel</td>
<td>3.5 metres</td>
</tr>
</tbody>
</table>
Example

Illustration of rigid mobile crane, showing dimension limits.

6 Centre lines of adjacent axles in an axle group

The centre lines of adjacent axles in an axle group on a class 1 vehicle must be at least 1.2 metres apart.

Division 4—Other requirements

7 Class 1 vehicles only permitted on specified highways and at specified times

A class 1 vehicle may only be used on a highway—

(a) that is in an area, or on a route; and

(b) at the times—

specified by the Corporation by notice published in the Government Gazette or by a Class 1 permit.

8 Making an unloaded class 1 vehicle smaller

A class 1 vehicle that is not carrying a load must be reduced to its smallest practicable dimensions, with booms (if any) fully retracted, when being used on a highway.
9 Warning devices for class 1 vehicles

(1) A class 1 vehicle that is wider than 2·5 metres or longer than 25 metres must have—

(a) one warning sign at its front; and

(b) one warning sign at its rear or, if it is carrying a rear-projecting load, at the rear of the load; and

(c) 4 brightly coloured red or yellow, or red and yellow, flags, each at least 450 millimetres long and at least 450 millimetres wide.

(2) A flag of the kind referred to in subclause (1)(c) must be positioned at each side of the front and rear—

(a) of any projecting load; or

(b) if there is no projecting load, of the vehicle.

(3) A class 1 vehicle that is not wider than 2·5 metres, and whose length is more than 22 metres but not more than 25 metres, must have—

(a) one warning sign at its rear; or

(b) if it is carrying a rear-projecting load, at the rear of the load.

(4) Subclauses (1), (2) and (3) do not apply to—

(a) a road construction vehicle travelling within 1 kilometre of a construction site, if the vehicle has a warning light which is operating; or

(b) a tractor; or

(c) a rigid mobile crane less than 3·1 metres wide.
(5) If a load projects more than 150 millimetres beyond one side of a class 1 vehicle, and the projection is less than 500 millimetres thick from top to bottom, there must be—

(a) a warning light attached to the vehicle; and

(b) at least 2 yellow, rigid pieces of material (delineators), one attached to the front and the other attached to the rear of the projection.

(6) A delineator must—

(a) be at least 300 millimetres long and at least 300 millimetres wide; and

(b) conform with class 1 or 2 of Australian Standard AS 1906 Retro-reflective Materials and Devices for Road Traffic Control Purposes; and

(c) if at the front of the projection, be attached so that its reflective surface is facing forward of the vehicle; and

(d) if at the rear of the projection, be attached so that its reflective surface is facing rearward from the vehicle.

(7) In the daytime, a class 1 vehicle must display a warning light if the vehicle is wider than 3 metres.

10 Additional warning lights at night

At night—

(a) a class 1 vehicle that has a load projection must have front clearance lights and rear clearance lights and side marker lights on any part of a load that projects out from the vehicle;

(b) a class 1 vehicle that is wider than 2·5 metres or longer than 22 metres must display a warning light.
11 Characteristics of warning lights on class 1 vehicles

When switched on, a warning light on a class 1 vehicle must—

(a) emit a rotating, flashing, yellow-coloured light; and

(b) flash between 120 and 200 times a minute; and

(c) have a power of at least 55 watts; and

(d) not be a strobe light.

12 Visibility of warning lights on class 1 vehicles

(1) Subject to subclause (2), a warning light on a class 1 vehicle must be clearly visible at a distance of 500 metres in all directions.

(2) If a warning light is not clearly visible at a distance of 500 metres in all directions, it must be supplemented by one or more additional warning lights so that the light emanating from at least one of them is clearly visible at a distance of 500 metres in all directions.

13 When must warning lights be switched on?

Any warning light that a class 1 vehicle is required to have must only be switched on when the vehicle is travelling or is stationary in a position that is likely to cause danger to other highway users.

14 Warning sign specifications on class 1 vehicles

(1) The face of a warning sign on a class 1 vehicle must—

(a) be made from yellow retro-reflective material that conforms with class 1 or 2 of Australian Standard AS 1906 Retro-reflective Materials and Devices for Road Traffic Control Purposes; and
(b) have the manufacturer’s name or trademark, and the brand and class of retro-reflective material permanently marked in block letters at least 3 millimetres but not more than 10 millimetres high; and

(c) have a black border at least 20 millimetres wide.

(2) The marking referred to in subclause (1)(b) may appear in any visible location on the sign.

(3) The outermost edge of the border must be set at least 10 millimetres in from the edge of the sign unless the warning sign has been made with a box edge.

15 Material for warning signs on class 1 vehicles

(1) A warning sign on a class 1 vehicle must be made of stiff, flat, weatherproof material.

(2) Despite subclause (1), the sign on the front or rear of a class 1 vehicle may be made of flexible material if—

(a) the load is unsuitable for a stiff sign; and

(b) the warning sign is held taut, is clearly visible, and is attached securely.

16 Size of a warning sign on class 1 vehicles

(1) A warning sign on a class 1 vehicle must be at least 1200 millimetres long and at least 450 millimetres high.

(2) The sign may be split into two parts, in which case the combined length of its parts must be at least 1200 millimetres.
17 **Face of a warning sign on class 1 vehicles**

(1) A warning sign on a class 1 vehicle must show the word "OVERSIZE", in black upper-case lettering that conforms with typeface Series C(N) in Australian Standard AS 1744 Forms of Letters and Numerals for Road Signs.

(2) The lettering must be at least 200 millimetres high.

(3) The top and the bottom of the lettering must be at least 125 millimetres from the top and bottom of the sign, respectively.

(4) If the sign is split into 2 parts—
   
   (a) the part mounted on the left must show the letters "OVER" and the part mounted on the right must show the letters "SIZE"; and
   
   (b) despite clauses 14(1)(c) and 14(3), there must be no border between the 2 parts.

**Example**

![Illustration of a warning sign for a class 1 vehicle.](image)

18 **Keeping signs clean**

A warning sign on a class 1 vehicle must be kept clean enough so that it can be easily read by other highway users.

19 **Mounting a warning sign on a class 1 vehicle**

(1) A warning sign on a class 1 vehicle must be mounted vertically.

(2) The lower edge of the sign must be—

   (a) above the bottom of the bumper bar; or
(b) if there is no bumper bar, at least 500 millimetres from the ground level.

(3) If the sign is split into 2 parts, each part must be fitted at the same height as the other.

20 Headlights on class 1 vehicles to be on while travelling in the daytime

A class 1 vehicle, or the front vehicle in a class 1 combination, must have its low-beam headlights on while travelling in the daytime, unless the standards for registration provide otherwise.

21 Travel restrictions at night for class 1 vehicles

At night, a class 1 vehicle that is wider than 3.1 metres or longer than 22 metres must not—

(a) travel outside an urban area; or

(b) travel in an urban area without being accompanied by a pilot vehicle.

22 No travelling if low visibility

(1) A class 1 vehicle must not begin to travel if—

(a) visibility is less than 250 metres in the daytime; or

(b) the headlights of a vehicle approaching within 250 metres could not be seen at night.

(2) If a class 1 vehicle is already travelling when visibility is reduced to the level described in subclause (1), the driver must drive it into the nearest safe parking area and wait until visibility improves beyond that level before continuing to travel.

23 Minimum following distance

A person driving a class 1 vehicle must maintain a distance of at least 200 metres from another class 1 vehicle travelling in front of it, unless—
24 Communication between drivers of class 1 vehicles and accompanying pilot or escort vehicles

(1) A class 1 vehicle must have an electronic device that allows the driver of the class 1 vehicle to communicate with the driver of an accompanying pilot or escort vehicle.

(2) Subclause (1) does not apply to a class 1 vehicle that is—

(a) an agricultural machine; or

(b) an agricultural combination that includes an agricultural machine.

PART 2—CLASS 1 VEHICLES THAT ARE LOAD-CARRYING VEHICLES

Division 1—General

25 Application

This Part applies to—

(a) vehicles that are carrying large indivisible items; and

(b) vehicles that are specially designed to carry a large indivisible item.
Division 2—Mass limits

26 Mass limits for vehicles carrying large indivisible items

(1) Subject to clauses 29 and 30, if a class 1 vehicle to which this Part applies is in a combination consisting of a tandem drive prime mover towing—

(a) a low loader; or

(b) a low loader dolly and a low loader; or

(c) a jinker; or

(d) a low loader dolly and a jinker—

the mass limit on that class 1 vehicle's single axle or axle group (as the case may be and as described in column 1 of Table 4) is the mass limit specified in column 2 opposite the single axle or axle group's description in column 1 of that Table.

(2) The total mass limit for a class 1 vehicle referred to in subclause (1) when carrying a large indivisible item is the lowest of—

(a) either—

(i) 49.5 tonnes if the distance between the centre line of the rearmost axle of the towing vehicle and the centre line of the foremost axle of the combination's rear axle group is at least 6 metres; or

(ii) 49.5 tonnes minus 1 tonne for every 0.3 metres by which the distance referred to in subparagraph (i) is less than 6 metres;

(b) the sum of the prime mover's GVM and the trailer's GVM;

(c) the GCM of the motor vehicle.
Table 4

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Single axle or axle group</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Steer axle with 2 tyres</td>
<td>6.0 tonnes</td>
</tr>
<tr>
<td>2</td>
<td>Twinsteer axle group without a load-sharing suspension system</td>
<td>10.0 tonnes</td>
</tr>
<tr>
<td>3</td>
<td>Twinsteer axle group with a load-sharing suspension system</td>
<td>11.0 tonnes</td>
</tr>
<tr>
<td>4</td>
<td>Single axle with 8 tyres</td>
<td>12.0 tonnes</td>
</tr>
<tr>
<td>5</td>
<td>Tandem axle group with 8 tyres</td>
<td>18.5 tonnes</td>
</tr>
<tr>
<td>6</td>
<td>Tandem axle group with 16 or more tyres, on a trailer</td>
<td>21.0 tonnes</td>
</tr>
<tr>
<td>7</td>
<td>Tri-axle group with 12 or more tyres</td>
<td>25.0 tonnes</td>
</tr>
<tr>
<td>8</td>
<td>Oversize tri-axle group with 12 or more tyres or quad-axle group with 16 or more tyres</td>
<td>27.0 tonnes</td>
</tr>
</tbody>
</table>

Example

Figure 11: Illustration of distance for the purpose of clause 26(2).

(3) The mass limits set out in this Division do not apply to a class 1 vehicle that is a load-carrying vehicle that—

(a) is not referred to in subclause (1); or

(b) has a single axle or an axle group that is not described in column 1 of Table 4.
(4) A class 1 vehicle referred to in subclause (3) that is a class 1 vehicle because it exceeds a relevant dimension limit in Part 4.2 of Chapter 4 of these Regulations must comply with the relevant mass limits set out in Part 4.1 of Chapter 4 of these Regulations for that vehicle.

Note
The mass limits for a class 1 vehicle carrying a load other than a large indivisible item are the relevant mass limits set out in Part 4.1 of Chapter 4 of these Regulations.

Division 3—Dimension limits

27 Maximum width of an unladen low loader, low loader dolly or jinker

(1) The maximum width for a class 1 vehicle that is an unladen low loader, low loader dolly or jinker, with 4 tyres on each axle, is 2·5 metres.

(2) The maximum width for a class 1 vehicle that is an unladen low loader, low loader dolly or jinker, with 8 tyres on each axle, is 2·7 metres.

Division 4—Other requirements

28 Minimising width

If a load can be safely loaded in more than one way, it must be loaded in a way that minimises the width of the class 1 vehicle and its load.

29 Prohibition on carrying certain large indivisible items

(1) Subject to subclause (2), a class 1 vehicle to which this Part applies must not carry more than one large indivisible item.

(2) A class 1 vehicle may carry more than one large indivisible item if the carrying of any additional large indivisible item does not cause the vehicle together with its load to exceed—
(a) a relevant mass limit set out in Part 4.1 of Chapter 4 of these Regulations; or
(b) a relevant dimension limit set out in Part 4.2 of Chapter 4 of these Regulations—
that would not have been exceeded by the carrying of only one large indivisible item.

30 Prohibition on carrying certain goods in addition to large indivisible items

(1) A class 1 vehicle carrying one or more large indivisible items must not carry any other goods if that vehicle, because of those other goods, exceeds—

(a) a relevant mass limit set out in Part 4.1 of Chapter 4 of these Regulations; or
(b) a relevant dimension limit set out in Part 4.2 of Chapter 4 of these Regulations.

(2) Despite subclause (1), a class 1 vehicle carrying a special purpose vehicle or agricultural vehicle may carry any equipment, tools, substances or detached parts to be used in conjunction with the vehicle being carried.

31 Towing a low loader dolly with an unladen low loader

A class 1 vehicle that is an unladen low loader must not be towed in a combination with a low loader dolly unless—

(a) the combination is 2·5 metres wide or less; and
(b) it would be unreasonable to require the dolly to be loaded onto the low loader because of—

(i) the short distance to be travelled; or
(ii) the special difficulties in loading or unloading the dolly when taking into consideration the nature of the site.

PART 3—SPECIAL PURPOSE VEHICLES

Division 1—Application

32 Application

This Part applies to special purpose vehicles.

Division 2—Mass limits

33 Mass limits for axles and axle groups

(1) For a special purpose vehicle, the mass limit for a single axle or axle group described in column 1 of Table 5 is the limit set out in column 2 of that Table opposite the description.

Table 5

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Type of axle or axle group fitted with—</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Single axle or single axle group fitted with—</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(a) single tyres</td>
<td>7.0 tonnes</td>
</tr>
<tr>
<td></td>
<td>(b) dual tyres</td>
<td>10.0 tonnes</td>
</tr>
<tr>
<td>2</td>
<td>Twinsteer axle group—</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(a) without a load-sharing suspension system</td>
<td>10.0 tonnes</td>
</tr>
<tr>
<td></td>
<td>(b) with a load-sharing suspension system</td>
<td>14.0 tonnes</td>
</tr>
<tr>
<td>3</td>
<td>Tandem axle group fitted with single tyres</td>
<td>14.0 tonnes</td>
</tr>
<tr>
<td>4</td>
<td>Tri-axle group fitted with single tyres</td>
<td>18.0 tonnes</td>
</tr>
</tbody>
</table>
(2) For a special purpose vehicle, the mass limit on a tandem axle group fitted with dual tyres, where the centre lines of the axles are less than 1.35 metres apart is—

(a) 20 tonnes; or

(b) 20 tonnes minus one tonne for each 100 millimetres by which the axle group's ground contact width is less than 2.4 metres; or

(c) 20 tonnes plus one tonne for each 100 millimetres by which the axle group's ground contact width exceeds 2.5 metres, but not exceeding 27 tonnes in total.

(3) For a special purpose vehicle, the mass limit on a tandem axle group fitted with dual tyres, where the centre lines of the axles are at least 1.35 metres apart is—

(a) 23 tonnes; or

(b) 23 tonnes minus one tonne for each 100 millimetres by which the axle group's ground contact width is less than 2.4 metres; or

(c) 23 tonnes plus one tonne for each 100 millimetres by which the axle group's ground contact width exceeds 2.5 metres, but not exceeding 27 tonnes in total.

(4) For a special purpose vehicle, the mass limit on a tri-axle group fitted with dual tyres, where the centre lines of the axles are less than 1.35 metres apart, is—

(a) 25 tonnes; or

(b) 25 tonnes minus one tonne for each 100 millimetres by which the axle group's ground contact width is less than 2.4 metres.
(5) For a special purpose vehicle, the mass limit on a tri-axle group fitted with dual tyres, where the centre lines of the axles are at least 1.35 metres apart, is—

(a) 27 tonnes; or

(b) 27 tonnes minus one tonne for each 100 millimetres by which the axle group's ground contact width is less than 2.4 metres.

34 Total mass limits for special purpose vehicles

The total mass limit for a special purpose vehicle is the lesser of—

(a) the sum of the mass limit allowed for each single axle and axle group on the vehicle; or

(b) 40 tonnes; or

(c) the mass limit as determined by the following formula—

Mass in tonnes = (3 × L) + 15 ± G

where—

"L" is the distance in metres between the centre lines of the vehicle's foremost and rearmost axles; and

"± G" is a number of tonnes—

(i) to be added at the rate of one tonne for each 100 millimetres by which the ground contact width of the rearmost axle exceeds 2.5 metres; or

(ii) to be subtracted at the rate of one tonne for each 100 millimetres by which the ground contact width of the rearmost axle is less than 2.4 metres.
**Division 3—Other requirements**

**35 Side lights for travel at night**

(1) When travelling at night, a special purpose vehicle with a projection extending more than 1·2 metres in front of the vehicle body must have a yellow light fixed on each side of the projection, mounted as far forward as possible, and shielded from the driver's view.

(2) Both lights must be visible to any traffic approaching the vehicle from its front, and at least one of the lights must be visible to any traffic approaching the vehicle from either side.

**36 Markings for special purpose vehicles**

(1) Rear marker plates that comply with third edition ADR 13 must be displayed at the rearmost part of the body of a special purpose vehicle.

(2) A pattern covering an area of at least 0·16 m$^2$ and consisting of diagonal stripes at least 150 millimetres wide and alternately coloured—

(a) red and white; or

(b) black and white—

must be displayed on the left and right sides of any rigid projection extending more than 1·2 metres in front of the body of a special purpose vehicle.
37 Prohibition on towing other vehicles

A special purpose vehicle must not tow a vehicle.

PART 4—AGRICULTURAL VEHICLES

Division 1—Application

38 Application

This Part applies to agricultural vehicles and agricultural combinations.

Division 2—Mass limits

39 Mass limits

(1) For an agricultural vehicle (except an agricultural trailer), the mass limit for an axle described in column 1 of Table 6 is the limit set out in column 2 of that Table opposite the description.

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number of tyres on an axle</td>
<td>Mass limit</td>
</tr>
<tr>
<td>1</td>
<td>Axle fitted with 2 tyres</td>
<td>9.0 tonnes</td>
</tr>
<tr>
<td>2</td>
<td>Axle fitted with 4 tyres and a ground contact width less than 2.51 metres</td>
<td>9.0 tonnes</td>
</tr>
<tr>
<td>3</td>
<td>Axle fitted with 4 tyres and a ground contact width at least 2.51 metres but not more than 3.5 metres</td>
<td>10.5 tonnes</td>
</tr>
<tr>
<td>4</td>
<td>Axle fitted with 4 tyres and a ground contact width more than 3.5 metres</td>
<td>12.0 tonnes</td>
</tr>
</tbody>
</table>
(2) For an agricultural trailer, the mass limit is the relevant limit set out in Part 4.1 of Chapter 4 of these Regulations.

Division 3—Dimension limits

40 Maximum height

(1) The maximum height for an agricultural vehicle (except an agricultural trailer) is 4.6 metres.

(2) For an agricultural trailer, the maximum height is the relevant height limit set out in Part 4.2 of Chapter 4 of these Regulations.

41 Rear overhang limits

(1) The maximum rear overhang for an agricultural vehicle that is not an agricultural trailer, an auger or conveyer is 4.5 metres.

(1A) The maximum rear overhang for an agricultural vehicle that is an agricultural trailer is the relevant maximum rear overhang set out in Part 4.2 of Chapter 4 of these Regulations.

(2) The maximum rear overhang for an agricultural vehicle that is an auger or conveyer is 8 metres.

42 Maximum length

(1) The maximum length for an agricultural vehicle that is an agricultural machine is 12.5 metres.

(2) The maximum length for an agricultural vehicle that is an auger or conveyor is 16 metres.

(3) The maximum length for an agricultural combination that does not include an agricultural trailer is 25 metres.
(4) The maximum length for an agricultural combination that includes an agricultural trailer is the maximum length for a combination set out in Part 4.2 of Chapter 4 of these Regulations.

43 Maximum width

(1) Subject to subclause (2), the maximum width for an agricultural vehicle is 2·5 metres.

(2) If an agricultural vehicle (other than an agricultural trailer) is used in a category specified in column 1 of Table 7, the maximum width for that agricultural vehicle is the width set out in column 2 of that Table, opposite the area of operation.

Table 7

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Column 1 Agricultural vehicle area of operation</th>
<th>Column 2 Width limit for agricultural vehicles and combinations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Category 1 (Urban Areas)</td>
<td>3·5 metres</td>
</tr>
<tr>
<td>2</td>
<td>Category 2 (Undulating Areas)</td>
<td>5·0 metres</td>
</tr>
<tr>
<td>3</td>
<td>Category 3 (Flat Areas)</td>
<td>6·0 metres</td>
</tr>
<tr>
<td>4</td>
<td>Category 4 (Gippsland Ranges Area)</td>
<td>3·0 metres</td>
</tr>
</tbody>
</table>

Division 4—Other requirements

44 Warning devices for agricultural vehicles

(1) An agricultural vehicle that is wider than 2·5 metres or longer than 22 metres when it is used on any highway that is a major road must have—
(a) a warning light fixed to its highest practicable point;

(b) if it is an agricultural implement being towed by a tractor, a warning sign displayed at the rear.

(2) A pattern covering an area of at least 0.16 m² and consisting of diagonal stripes at least 150 millimetres wide and alternately coloured—

(a) red and white; or

(b) black and white—

must be displayed at the sides of the rear of any agricultural vehicle that is an auger, conveyor or harvester comb carried on a comb trailer.

(3) If any part of an axle of an agricultural vehicle extends more than 150 millimetres from the outside wall of that vehicle's tyres, that part of the axle must be painted fluorescent yellow or have yellow fluorescent or other high-visibility material wrapped around it.

(4) An agricultural vehicle which is a class 1 vehicle that is wider than 2.5 metres or longer than 25.0 metres, must display flags in accordance with clause 9(1)(c) of Part 1 of this Schedule, at each side of the front and rear of the vehicle.

(5) In this clause—

warning light means a warning light of the kind described in Part 1 of this Schedule;

warning sign means a warning sign of the kind described in Part 1 of this Schedule.

45 Pilot vehicle requirements for agricultural vehicles

(1) If an agricultural vehicle of a width described in column 2 or column 3 in Table 8 is being used in an area listed in column 1 of that Table, that vehicle must be accompanied by the number of
pilot vehicles that are listed in the Table for that vehicle in that area.

(2) Despite subclause (1), an agricultural vehicle does not have to be accompanied by a pilot vehicle if it is travelling less than 500 metres.

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Area of Use</th>
<th>Column 2</th>
<th>Column 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>On a major road</td>
<td>1 pilot vehicle</td>
<td>2 pilot vehicles</td>
</tr>
<tr>
<td>2</td>
<td>On a highway with a sealed pavement that is not a major road and if the clear view of approaching traffic is less than 500 metres</td>
<td>1 pilot vehicle</td>
<td>2 pilot vehicles</td>
</tr>
</tbody>
</table>

46 Agricultural vehicles not to be used on freeways

A class 1 vehicle that is an agricultural vehicle must not be used on—

(a) a freeway within the meaning of the Road Management Act 2004;

(b) the Link road within the meaning of section 3 of the Melbourne City Link Act 1995;

(c) the Extension road within the meaning of section 3 of the Melbourne City Link Act 1995;

(d) EastLink within the meaning of the EastLink Project Act 2004.
47 Agricultural vehicles that are agricultural implements not to carry loads

An agricultural vehicle that is an agricultural implement must not carry a load.

48 Speed limits for agricultural vehicles that are agricultural implements that have no brakes

A vehicle towing an agricultural vehicle that is an agricultural implement that does not have brakes must travel at a speed at least 20 km/h less than the general speed limit that applies to the part of the highway on which the vehicle is travelling.

PART 5—PILOT AND ESCORT VEHICLES THAT ACCOMPANY CLASS 1 VEHICLES

Division 1—Application

49 Application of Part

This Part applies to a vehicle that is used as a pilot vehicle or escort vehicle because of a requirement in—

(a) this Schedule; or
(b) a class 1 notice; or
(c) a class 1 permit—

that certain class 1 vehicles must be accompanied by such a vehicle when being used on a highway.

Division 2—Requirements for pilot vehicles only

50 Requirements for a pilot vehicle

(1) A pilot vehicle must have—

(a) 4 or more wheels; and
(b) a GVM of—

(i) 6·5 tonnes or less in the case of a rear pilot vehicle if two pilot vehicles are required by these Regulations to accompany a class 1 vehicle; or

(ii) 4·5 tonnes or less in any other case.

(2) A pilot vehicle must have a warning sign on its roof.

(3) A pilot vehicle must have one or 2 warning lights on its roof, attached only—

(a) above or below the warning sign; or

(b) at either side of the warning sign.

51 Where must a pilot vehicle be driven?

(1) When one pilot vehicle accompanies a class 1 vehicle, the pilot vehicle must travel—

(a) behind the class 1 vehicle if they are on a highway that is divided; or

(b) in front of the class 1 vehicle if they are on a highway that is not divided.

(2) When 2 pilot vehicles accompany a class 1 vehicle, one pilot vehicle must travel in front of the class 1 vehicle, the other behind it.

(3) A pilot vehicle must travel far enough away from the class 1 vehicle it is accompanying to give adequate warning to other highway users of the presence of the class 1 vehicle.

52 Characteristics of warning lights on pilot vehicles

When switched on, a warning light on a pilot vehicle must—

(a) emit a rotating, flashing, yellow-coloured light or a coloured light that is approved by the Corporation; and
(b) flash between 120 and 200 times a minute; and

(c) have a power of at least 55 watts; and

(d) not be a strobe light.

53 Warning sign specifications for pilot vehicles

(1) The face of a warning sign on a pilot vehicle must—

(a) be coated with yellow retro-reflective material that conforms with class 1 or 2 of Australian Standard AS 1906 Retro-reflective Materials and Devices for Road Traffic Control Purposes; and

(b) have the manufacturer's name or trademark, and the brand and class of retro-reflective material permanently marked in block letters at least 3 millimetres but not more than 10 millimetres high; and

(c) have a black border at least 20 millimetres wide.

(2) The outermost edge of the border must be set at least 10 millimetres in from the edge of the sign unless the warning sign has been made with a box edge.

(3) The marking referred to in subclause (1)(b) may appear in any visible location on the sign except in a bottom corner of the sign.

54 Material for warning signs on pilot vehicles

A warning sign on a pilot vehicle must be made of stiff, flat, weatherproof material.

55 Size and shape of a warning sign on a pilot vehicle

(1) A warning sign on a pilot vehicle must be at least 1200 millimetres long and at least 600 millimetres high.
(2) The warning sign may have bottom corner cut-outs not more than 150 millimetres wide and not more than 100 millimetres high if they are needed for mounting the warning lights.

56 Faces of a warning sign on a pilot vehicle

(1) Both faces of a warning sign on a pilot vehicle must show—

(a) the word "OVERSIZE", in black upper-case lettering at least 200 millimetres high that conforms with typeface Series C(N) in Australian Standard AS 1744 Forms of Letters and Numerals for Road Signs; and

(b) the words "LOAD AHEAD" in black upper-case lettering at least 100 millimetres high that conforms with typeface Series D(N) in Australian Standard AS 1744 Forms of Letters and Numerals for Road Signs.

(2) The bottom of the lettering of the word "OVERSIZE" must be at least 300 millimetres from the bottom of the sign.

(3) The bottom of the lettering of the words "LOAD AHEAD" must be at least 100 millimetres from the bottom of the sign.

Example

Illustration of a warning sign for a pilot vehicle.

57 Keeping warning signs clean

A warning sign on a pilot vehicle must be kept clean enough so that it can be easily read by other highway users.
58 Mounting a warning sign on a pilot vehicle

A warning sign on a pilot vehicle must be mounted in a manner that ensures it does not lean back more than 200 millimetres as measured horizontally from the top of the sign to a vertical line running through the bottom of the sign.

Example

![Illustration of maximum slant of warning sign.](image-url)

59 Requirements for an escort vehicle

(1) An escort vehicle must have—

(a) 4 or more wheels; and

(b) a GVM of 4·5 tonnes or less; and

(c) on its roof, a light that flashes or 2 lights that flash when switched on.

(2) A light referred to in subclause (1) must flash yellow or another colour approved by the Corporation.

Division 4—Requirements for both pilot vehicles and escort vehicles

60 Visibility of warning lights on pilot or escort vehicles

(1) Subject to subclause (2), a warning light on a pilot or escort vehicle must be clearly visible at a distance of 500 metres in all directions.
(2) If a warning light is not clearly visible at a distance of 500 metres in all directions, it must be supplemented by one or more additional warning lights so that the light emanating from at least one of them is clearly visible at a distance of 500 metres in all directions.

(3) In the case of a pilot vehicle travelling in front of a class 1 vehicle, a filter may be placed behind a warning light on the pilot vehicle to reduce the intensity of the light directed to the driver of the class 1 vehicle.

61 When must warning lights on pilot or escort vehicles be switched on?

Any warning light that a pilot or escort vehicle is required to have must be switched on—

(a) when the vehicle is travelling and accompanying a class 1 vehicle; or

(b) when the vehicle is stationary in a position that is likely to cause danger to other highway users.

62 Headlights on pilot or escort vehicles to be switched on when accompanying a class 1 vehicle

The low-beam headlights on a pilot vehicle or escort vehicle must be switched on when it is accompanying a class 1 vehicle during the daytime.

63 What must a pilot vehicle or escort vehicle carry?

A pilot or escort vehicle must not tow a trailer or carry a load, but it may carry tools, equipment or substances for—

(a) use in connection with the class 1 vehicle that it is accompanying; or

(b) restraining the load carried on the class 1 vehicle that it is accompanying.
64 Communication between driver of pilot or escort vehicle and driver of class 1 vehicle that the pilot or escort vehicle is accompanying

(1) A pilot or escort vehicle must have an electronic device that allows the driver of the pilot vehicle or escort vehicle to communicate with the driver of a class 1 vehicle that the pilot vehicle or escort vehicle is accompanying.

(2) Subclause (1) does not apply if the class 1 vehicle is—

(a) an agricultural machine; or

(b) an agricultural combination that includes an agricultural machine.
SCHEDULE 8

Regulations 187(2), 192

MASS AND DIMENSION LIMITS AND OTHER REQUIREMENTS FOR CLASS 2 VEHICLES

PART 1—B-DOUBLES

Division 1—Mass limits

1 Mass limits for vehicles that combine to form a B-double

Subject to this Division, the mass limits for a vehicle that combines with other vehicles to form a B-double are the relevant mass limits for that vehicle set out in Part 4.1 of Chapter 4 of these Regulations.

2 Gross mass limits for axles and axle groups on B-doubles

The gross mass limits for a single axle or axle group on a B-double are the mass limits set out in column 2 of Table 1 in regulation 159 opposite the axles or axle groups described in column 1 of that Table.

3 Mass limits relating to axle spacing for B-doubles

(1) For a B-double, the mass limits in relation to the axle spacing distances set out in column 1 of Table 1 are the limits set out in column 2 of that Table opposite those distances.

(2) As the case requires, each distance in column 1 of Table 1 refers to—

(a) the distance from the centre of any single axle to the centre of any other single axle; or
(b) the distance from the centre of any single axle to the centre of the furthest axle in any axle group; or

(c) the greatest distance between the centres of axles in any 2 axle groups.

(3) The mass limits set out in column 2 of Table 1 apply to the sum of the mass on each axle group or single axle in the distance set out in column 1 of that Table, including the axles between which the distance is measured.

**Table 1—Mass limits relating to axle spacing—B-doubles**

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<th>Item No.</th>
<th>Distance exceeding</th>
<th>Distance not exceeding</th>
<th>Mass limit</th>
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<td>Distance not exceeding</td>
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### Road Safety (Vehicles) Regulations 2009
#### S.R. No. 118/2009

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<td>69</td>
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<td>18·7 metres</td>
</tr>
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</table>
4 Gross mass limits for B-doubles

The gross mass limit for a B-double is the lowest of the following limits—

(a) the mass limits relating to axle spacings calculated in accordance with Table 1 to clause 3;

(b) the sum of the prime mover's GVM and each semi-trailers' GTM;

(c) the GCM of the prime mover;

(d) 62.5 tonnes;

(e) the sum of the relevant axle groups and single axles as set out in Table 1 of regulation 159.

5 Total mass limit for B-doubles

If the manufacturer of a motor vehicle forming part of a B-double has not determined the GCM of that motor vehicle, the total mass of the B-double must not exceed the number of kilograms worked out using the following formula—
Mass in kilograms = \( \frac{K \times M \times R \times T}{16} \)

where—

K is—

(a) 0.055 if a single drive axle is fitted to the motor vehicle; or

(b) 0.053 if a single drive tandem axle group is fitted to the motor vehicle; or

(c) 0.051 if a dual drive tandem axle group is fitted to the motor vehicle;

M is the number of tyre revolutions per kilometre as specified by the tyre manufacturer for the tyres fitted to the driving axle or axles;

R is the overall gear reduction between engine and drive wheels;

T is the maximum engine net torque in newton-metres.

6 Concentration of mass (balanced clear space rule)—B-doubles

A B-double with 2 tri-axle groups must comply with the "balanced clear space rule" under which Y must not lie outside the range \((X - 1.0)\) and \((X + 1.3)\) where—

(a) X is the distance (in metres) between the centres of the last axle of the prime mover and the first axle of the first semi-trailer; and

(b) Y is the distance (in metres) between the last axle of the first semi-trailer and the first axle of the second semi-trailer.
Division 2—Dimension limits

7 Dimension limits for vehicles that combine to form B-doubles

Subject to this Division, the dimension limits for a vehicle that combines with other vehicles to form a B-double, are the relevant limits for that vehicle set out in Part 4.2 of Chapter 4 of these Regulations.

8 Maximum length

The maximum length for a B-double is 25 metres.

9 Maximum height

(1) The maximum height for a B-double built to carry—

(a) cattle, sheep or pigs; or
(b) vehicles on more than one deck—

is 4.6 metres.

(2) In any other case, the maximum height is 4.3 metres.

10 Maximum length for B-doubles of space for carrying cattle, sheep or pigs

(1) For a B-double built to carry cattle, sheep or pigs, the maximum combined length of the 2 semi-trailers that is to be available for carrying cattle, sheep or pigs is 18.8 metres.

(2) The length referred to in subclause (1) must be measured from the inside of the front wall or door of the semi-trailer to the inside of the rear wall or door of the semi-trailer (as the case may be), and any intervening partitions must be disregarded.
Division 3—Other requirements

11 B-doubles only permitted on specified highways

A B-double may only be used on a highway that is in an area, or on a route, specified by the Corporation by notice published in the Government Gazette or by a Class 2 permit.

12 General operating conditions

(1) A B-double must not enter or exit a road in a reverse gear.

(2) The driver of a B-double over 4·3 metres high must carry in the driving compartment, and produce when requested by an authorised officer or member of the police force, a copy of the information bulletin entitled "Height Clearance on Roads", published by the Corporation.

PART 2—ROAD TRAINS

Division 1—Mass limits

13 Mass limits for vehicles that combine to form a road train

Subject to this Division, the mass limits for a vehicle that combines with other vehicles to form a road train are the relevant mass limits for that vehicle set out in Part 4.1 of Chapter 4 of these Regulations.

14 Gross mass limits for axles and axle groups on a road train

The gross mass limits for a single axle or axle group on a road train are the mass limits set out in column 2 of Table 1 in regulation 159 opposite the axles or axle groups described in column 1 of that Table.
15 Mass limits relating to axle spacing for road trains

(1) For a road train, the mass limits in relation to the axle spacing distances set out in column 1 of Table 2 are the limits set out in column 2 of that Table opposite those distances.

(2) Each distance in column 1 of Table 2 refers to—
   (a) the distance from the centre of any single axle to the centre of any other single axle; or
   (b) the distance from the centre of any single axle to the centre of the furthest axle in any axle group; or
   (c) the greatest distance between the centres of axles in any 2 axle groups—
    as the case requires.

(3) The mass limits set out in column 2 of Table 2 apply to the sum of the mass on each axle group or single axle in the distance set out in column 1 of that Table, including the axles between which the distance is measured.

Table 2—Mass limits relating to axle spacing—Road trains

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Column 1 Distance exceeding</th>
<th>Column 2 Mass limit</th>
</tr>
</thead>
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<tr>
<td>2</td>
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<td>3</td>
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## Sch. 8

<table>
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<th>Item No.</th>
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**Distance**

**Column 2**
**Mass limit**

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16 Gross mass limits for road trains

The gross mass limit for a road train is the lowest of the following limits—

(a) the mass limits relating to axle spacings calculated in accordance with Table 2 to clause 15;

(b) the sum of the prime mover's GVM and each semi-trailers' GVM;

(c) the GCM of the prime mover;

(d) 79 tonnes.

17 Total mass limit for road trains

If the manufacturer of a motor vehicle forming part of a road train has not determined the GCM of that motor vehicle, the total mass of the road train must not exceed the number of kilograms worked out using the following formula—

\[
\text{Mass in kilograms} = \frac{K \times M \times R \times T}{16}
\]

where—

K is—

(a) 0.055 if a single drive axle is fitted to the motor vehicle; or

(b) 0.053 if a single drive tandem axle group is fitted to the motor vehicle; or

(c) 0.051 if a dual drive tandem axle group is fitted to the motor vehicle;

M is the number of tyre revolutions per kilometre as specified by the tyre manufacturer for the tyres fitted to the driving axle or axles;
R is the overall gear reduction between engine and drive wheels;

T is the maximum engine net torque in newton-metres.

**Division 2—Dimension limits**

**18 Dimension limits for vehicles that combine to form road trains**

Subject to this Division, the dimension limits for a vehicle that combines with other vehicles to form a road train, are the relevant limits for that vehicle set out in Part 4.2 of Chapter 4 of these Regulations.

**19 Maximum length**

The maximum length for a road train is 36.5 metres.

**20 Maximum height**

(1) The maximum height for a road train built to carry—

   (a) cattle, sheep or pigs; or

   (b) vehicles on more than one deck—

   is 4.6 metres.

(2) In any other case, the maximum height is 4.3 metres.

**Division 3—Other requirements**

**21 Road trains only permitted on specified highways**

A road train may only be used on a highway in an area, or on a route, specified by the Corporation by notice published in the Government Gazette or by a Class 2 permit.
22 Operating conditions

A road train must not enter or exit a road in a reverse gear.

23 Warning signs for certain long road trains

(1) A road train over 30 metres long that includes one or more dog trailers must display road train warning signs complying with this clause and clause 62 of Schedule 2.

(2) The following vehicles must display road train warning signs, or a long vehicle warning sign, complying with this clause and clause 62 of Schedule 2—

(a) a road train over 22 metres but not over 30 metres long that includes one or more dog trailers;

(b) a road train over 22 metres but not over 36.5 metres long that does not include a dog trailer.

(3) Road train warning signs must be used in pairs and fitted horizontally, one at the front and the other at the rear of the vehicle.

(4) A long vehicle warning sign must be fitted horizontally at the rear of the vehicle.

PART 3—PRIME MOVERS AND SEMI-TRAILER COMBINATIONS TOWING CONVERTER DOLLIES

Division 1—Mass limits

24 Mass limits for vehicles that combine to form a prime mover, semi-trailer and converter dolly combination

Subject to this Division, the mass limits for a prime mover, semi-trailer and converter dolly that combine to form a prime mover, semi-trailer and
25 Mass limits

(1) The gross mass limit for a converter dolly is 3 tonnes.

(2) The gross mass limit for a prime mover, semi-trailer and converter dolly combination, including any load carried, is 45·5 tonnes.

Division 2—Dimension limits

26 Dimension limits for vehicles that combine to form a prime mover, semi-trailer and converter dolly combination

Subject to this Division, the dimension limits for a prime mover, semi-trailer and converter dolly that combine to form a prime mover, semi-trailer and converter dolly combination, are the relevant limits set out in Part 4.2 of Chapter 4 of these Regulations for that prime mover, semi-trailer or converter dolly (as the case may be).

27 Maximum length

The maximum length for a prime mover, semi-trailer and converter dolly combination is 25 metres.

28 Maximum height

(1) The maximum height for a prime mover, semi-trailer and converter dolly combination built to carry—

(a) cattle, sheep or pigs; or

(b) vehicles on more than one deck—

is 4·6 metres.
(2) In any other case, the maximum height is 4·3 metres.

Division 3—Other requirements

29 Converter dollies must not carry loads

A converter dolly that forms part of a prime mover, semi-trailer and converter dolly combination must not carry a load.

30 Construction standards for converter dollies

A converter dolly must be fitted with lights, reflectors and mudguards in accordance with the standards for registration.

31 Prime mover, semi-trailer and converter dolly combinations only permitted on specified highways

A prime mover, semi-trailer and converter dolly combination may only be used on a highway in an area, or on a route, specified by the Corporation by notice published in the Government Gazette.

32 Operating conditions

The driver of a prime mover, semi-trailer and converter dolly combination over 4·3 metres high must carry in the driving compartment, and produce when requested by an authorised officer or member of the police force, a copy of the information bulletin entitled "Height Clearance on Roads", published by the Corporation.
PART 4—CONTROLLED ACCESS BUSES

Division 1—Mass limits

33 Mass limits for controlled access buses

The mass limits for a controlled access bus are the mass limits set out in Part 4.1 of Chapter 4 of these Regulations.

Division 2—Dimension limits

34 Dimension limits for controlled access buses

Subject to this Division, the dimension limits for a controlled access bus are the relevant limits set out in Part 4.2 of Chapter 4 of these Regulations.

35 Maximum length

The maximum length for a controlled access bus is 14.5 metres.

36 Rear overhang

The limit for the rear overhang of a controlled access bus is the lesser of—

(a) 60% of the wheelbase of the bus; or
(b) 4.3 metres.

Division 3—Other requirements

37 Controlled access buses only permitted on specified highways

A controlled access bus may only be used on a highway in an area, or on a route, specified by the Corporation by notice published in the Government Gazette or by a class 2 permit.
PART 5—VEHICLES BUILT TO CARRY OTHER VEHICLES

Division 1—Mass limits

38 Mass limits

The mass limits for a vehicle built to carry other vehicles are the relevant limits set out in Part 4.1 of Chapter 4 of these Regulations for that vehicle.

Division 2—Dimension limits

39 Dimension limits

Subject to this Division, the dimension limits for a vehicle built to carry other vehicles are the relevant limits set out in Part 4.2 of Chapter 4 of these Regulations for that vehicle.

40 Maximum length

The maximum length for a combination built to carry other vehicles on more than one deck is 25 metres.

41 Maximum height

The maximum height for a vehicle built to carry other vehicles on more than one deck is 4·6 metres.

Division 3—Other requirements

42 Combination built to carry other vehicles only permitted on specified highways

A combination—

(a) built to carry other vehicles on more than one deck; and

(b) that is over 4·3 metres high; and
(c) that is longer than 19 metres—
may only be used on a highway in an area, or on a
route, specified by the Corporation by notice
published in the Government Gazette or by a
class 2 permit.

43 Operating conditions

The driver of a vehicle—
(a) built to carry other vehicles; and
(b) that is over 4·3 metres high—
must carry in the driving compartment, and
produce when requested by an authorised officer
or member of the police force, a copy of the
information bulletin entitled "Height Clearance on
Roads", published by the Corporation.

PART 6—VEHICLES BUILT TO CARRY LIVESTOCK

Division 1—Mass limits

44 Mass limits

The mass limits for a vehicle built to carry
livestock are the relevant limits set out in Part 4.1
of Chapter 4 of these Regulations for that vehicle.

Division 2—Dimension limits

45 Dimension limits

Subject to this Division, the dimension limits for a
vehicle built to carry livestock are the relevant
limits set out in Part 4.2 of Chapter 4 of these
Regulations for that vehicle.

46 Maximum height

The maximum height for a vehicle built to carry
cattle, sheep or pigs is 4·6 metres.
Division 3—Other requirements

47 Operating conditions

(1) The driver of a vehicle—
   (a) built to carry livestock; and
   (b) that is over 4·3 metres high—
   must carry in the driving compartment a copy of
   the information bulletin entitled "Height
   Clearance on Roads", published by the
   Corporation.

(2) The driver of a vehicle referred to in subclause (1)
    must produce the information bulletin referred to
    in that subclause when requested by an authorised
    officer or member of the police force.
SCHEDULE 9

Regulations 193(3) 198

MASS AND DIMENSION LIMITS AND OTHER REQUIREMENTS FOR CLASS 3 VEHICLES

PART 1—3 AXLE DOG TRAILER COMBINATIONS

Division 1—Mass limits

1 Mass limits for 3 axle dog trailer combinations

Subject to this Part, the mass limits for a 3 axle dog trailer combination are the relevant limits for that vehicle set out in Part 4.1 of Chapter 4 of these Regulations.

2 Mass limits relating to axle spacing for 3 axle dog trailer combinations

(1) For a 3 axle dog trailer combination, the mass limits in relation to the axle spacing distances set out in column 1 of Table 1 are the limits set out in column 2 of that Table opposite those distances.

(2) As the case requires, each distance in column 1 of Table 1 refers to—

(a) the distance from the centre of any single axle to the centre of any other single axle; or

(b) the distance from the centre of any single axle to the centre of the furthest axle in any axle group; or

(c) the greatest distance between the centres of axles in any 2 axle groups.
(3) The mass limits set out in column 2 of Table 1 apply to the sum of the mass on each axle group or single axle in the distance set out in column 1 of that Table, including the axles between which the distance is measured.

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## Sch. 9

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3 Gross mass limits for 3 axle dog trailer combinations

(1) The gross mass limit for a motor vehicle in a 3 axle dog trailer combination is the lesser of the motor vehicle's GVM and—
   (a) in the case of a 3 axle motor vehicle, 22·5 tonnes;
   (b) in the case of a 4 axle motor vehicle (non load sharing twinsteer axle group), 26·5 tonnes;
   (c) in the case of a 4 axle motor vehicle (load sharing twin steer axle group), 27·5 tonnes.

(2) The gross mass limit for a 3 axle dog trailer is the lowest of—
   (a) 22·5 tonnes;
   (b) the mass of the towing motor vehicle;
   (c) its GVM.

(3) The gross mass limit for a 3 axle dog trailer combination fitted with an approved air suspension system or a road friendly suspension on all the axles of the combination is the lowest of—
   (a) 45·0 tonnes;
   (b) the GCM of the motor vehicle;
   (c) the sum of the GVM of the motor vehicle and the GVM of the trailer;
   (d) the mass limits relating to axle spacings calculated in accordance with Table 1 to clause 2.

(4) Despite subclause (3), the steer axle or twinsteer axle group of a 3 axle or 4 axle motor vehicle connected to a 3 axle dog trailer may have either a road friendly or mechanical suspension system.
Division 2—Dimension limits

4 Dimension limits for 3 axle dog trailer combinations

Subject to this Division, the dimension limits for a vehicle that combines with another vehicle to form a 3 axle dog trailer combination are the relevant limits for that vehicle set out in Part 4.2 of Chapter 4 of these Regulations.

5 Distances between axles

For a 3 or 4 axle motor vehicle connected to a 3 axle dog trailer—

(a) the distance from the centre of the steering axle of the motor vehicle, or foremost steering axle of a twinsteer axle group motor vehicle, to the centre of the rear tandem axle group on the motor vehicle, must be a minimum of 4.3 metres; and

(b) the distance from the centre of the front axle of the dog trailer to the centre of the rear axle of the dog trailer must be a minimum of 3.8 metres.

Division 3—Other requirements

6 3 axle dog trailer combinations to comply with requirements set out in Part 4.3 of Chapter 4 of these Regulations

A 3 axle dog trailer combination must comply with a requirement set out in Part 4.3 of Chapter 4 of these Regulations.
PART 2—4 AXLE DOG TRAILER COMBINATIONS

Division 1—Mass limits

7 Mass limits for 4 axle dog trailer combinations

Subject to this Part, the mass limits for a 4 axle dog trailer combination are the relevant limits for that vehicle set out in Part 4.1 of Chapter 4 of these Regulations.

8 Mass limits relating to axle spacing for 4 axle dog trailer combinations

(1) For a 4 axle dog trailer combination, the mass limits in relation to the axle spacing distances set out in column 1 of Table 2 below are the limits set out in column 2 of that Table opposite those distances.

(2) As the case requires, each distance in column 1 of Table 2 below refers to—

(a) the distance from the centre of any single axle to the centre of any other single axle; or

(b) the distance from the centre of any single axle to the centre of the furthest axle in any axle group; or

(c) the greatest distance between the centres of axles in any 2 axle groups.

(3) The mass limits set out in column 2 of Table 2 apply to the sum of the mass on each axle group or single axle in the distance set out in column 1 of that Table, including the axles between which the distance is measured.
### Table 2—Mass limits relating to axle spacing—4 axle dog trailer combinations

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9 Gross mass limits for 4 axle dog trailer combinations

(1) The gross mass limit for a 3 axle motor vehicle in a 4 axle dog trailer combination is 22.5 tonnes.

(2) The gross mass limit for a 4 axle dog trailer is 27.5 tonnes or 125% of the mass of the towing motor vehicle, whichever is the lesser.

(3) The gross mass limit for a 4 axle dog trailer combination fitted with an approved air suspension system or a road friendly suspension on all the axles of the combination is the lowest of—

(a) 50.0 tonnes;

(b) the GCM of the motor vehicle;

(c) the sum of the GVM of the motor vehicle and the GVM of the trailer;

(d) the mass limits relating to axle spacings calculated in accordance with Table 2.

(4) Despite subclause (3), the steer axle of a 3 axle motor vehicle connected to a 4 axle dog trailer may have either a road friendly or mechanical suspension system.
Division 2—Dimension limits

10 Dimension limits for 4 axle dog trailer combinations

Subject to this Part, the dimension limits for a vehicle that combines with another vehicle to form a 4 axle dog trailer combination are the relevant limits for that vehicle set out in Part 4.2 of Chapter 4 of these Regulations.

11 Distances between axles

For a motor vehicle forming part of a 4 axle dog trailer combination—

(a) the wheelbase of the motor vehicle must be a minimum of 4.5 metres and the wheelbase of the dog trailer must be a minimum of 5.0 metres; or

(b) the wheelbase of the motor vehicle must be a minimum of 4.9 metres and the wheelbase of the dog trailer must be a minimum of 4.5 metres.

Division 3—Other requirements

12 4 axle dog trailer combinations to comply with requirements set out in Part 4.3 of Chapter 4 of these Regulations

A 4 axle dog trailer combination must comply with a requirement set out in Part 4.3 of Chapter 4 of these Regulations.

13 Power to mass ratio

(1) The power to mass ratio for a 4 axle dog trailer combination must not be less than 6 kilowatts per tonne.

(2) In this clause, power to mass ratio means the power of the motor vehicle's engine compared to the gross mass of the combination.
PART 3—COMBINATIONS WITH ENCLOSED SEMI-TRAILERS WHOSE HEIGHT IS OVER 4.3 METRES

Division 1—Mass limits

14 Mass limits for prime mover and semi-trailer combinations

Subject to this Part, the mass limits for a prime mover and semi-trailer that combine to form a combination with an enclosed semi-trailer that is over 4.3 metres high are the relevant limits set out in Part 4.1 of these Regulations for a prime mover or a semi-trailer (as the case requires).

15 Mass limits for B-doubles

Subject to this Part, the mass limits for a B-double with enclosed semi-trailers that are over 4.3 metres high are the relevant limits set out in Division 1 of Part 1 of Schedule 8.

16 Gross mass limits

The gross mass limit for a prime mover and semi-trailer combination with an enclosed semi-trailer that is over 4.3 metres high, or a B-double with enclosed semi-trailers that are over 4.3 metres high, is 90% of the mass limit applicable to—

(a) a prime mover and semi-trailer combination in regulation 161; or

(b) a B-double in clause 4 of Schedule 8.
Division 2—Dimension limits

17 Dimension limits for prime mover and semi-trailer combinations

Subject to this Part, the dimension limits for a combination (other than a B-double) with an enclosed semi-trailer that is over 4⋅3 metres high are the relevant limits set out in Part 4.2 of Chapter 4 of these Regulations for a prime mover or a semi-trailer (as the case requires).

18 Dimension limits for B-doubles

Subject to this Part, the dimension limits for a B-double with enclosed semi-trailers that are over 4⋅3 metres high are the relevant limits set out in Division 2 of Part 1 of Schedule 8.

19 Maximum height

The maximum height for a combination to which this Part applies is 4⋅6 metres.

Division 3—Other requirements

20 Deck requirements for semi-trailers

Each enclosed semi-trailer that is over 4⋅3 metres high that is part of a combination must have at least 50% of the deck length at no more than 1⋅2 metres above ground level.

21 Vehicle suspension

Each enclosed semi-trailer that is over 4⋅3 metres high that is part of a combination must have an air suspension system.

22 Operating conditions

(1) The driver of a combination to which this Part applies must carry in the driving compartment a copy of the information bulletin entitled "Height
Clearance on Roads", published by the Corporation.

(2) The driver of a vehicle referred to in subclause (1) must produce the information bulletin referred to in that subclause when requested by an authorised officer or member of the police force.

PART 4—VEHICLES CARRYING HAY

Division 1—Mass limits

23 Mass limits for vehicles other than B-doubles that carry hay

The mass limits for a vehicle (other than a B-double) carrying a load of baled hay are the relevant limits set out in Part 4.1 of Chapter 4 of these Regulations for that vehicle.

24 Mass limits for B-doubles that carry hay

The mass limits for a B-double carrying a load of baled hay are the relevant limits set out in Division 1 of Part 1 of Schedule 8.

Division 2—Dimension limits

25 Dimension limits for vehicles other than B-doubles that carry hay

The dimension limits for a vehicle carrying a load of baled hay are the relevant limits set out in Part 4.2 of Chapter 4 of these Regulations for that vehicle.

26 Dimension limits for B-doubles that carry hay

Subject to this Division, the dimension limits for a B-double carrying a load of baled hay are the relevant limits set out in Division 2 of Part 1 of Schedule 8.
27 Dimension limits—Loads

(1) Subject to this clause, the maximum height for a load of baled hay on a vehicle (other than a B-double) is 4·3 metres and the maximum width for a load of baled hay on a vehicle is 3 metres.

(2) A semi-trailer that has a tri-axle group may be loaded with baled hay to a maximum height of 4·6 metres and a maximum width of 2·5 metres.

(3) A semi-trailer (other than a semi-trailer in a B-double combination) that has a tri-axle group and has at least 50% of its load carrying deck no more than 1·2 metres above ground level may be loaded with round bales of hay to a maximum height of 4·6 metres and a maximum width of 3·0 metres.

(4) A semi-trailer in a B-double combination with—

(a) a tandem axle group; or

(b) a tri-axle group—

may be loaded with baled hay to a maximum height of 4·6 metres.

Division 3—Other requirements

28 Operating conditions

(1) The driver of a vehicle—

(a) to which this Part applies; and

(b) that is over 4·3 metres high—

must carry in the driving compartment a copy of the information bulletin entitled "Height Clearance on Roads", published by the Corporation.
(2) The driver of a vehicle referred to in subclause (1) must produce the document referred to in that subclause when requested by an authorised officer or member of the police force.

29 Warning signs and flags for night time travel

(1) At night a vehicle (other than a B-double) carrying a load of baled hay that is wider than 2·5 metres must—

(a) display one warning sign at its front; and

(b) display one warning sign at its rear or, if it is carrying a rear-projecting load, at the rear of the load; and

(c) have 4 brightly coloured red or yellow, or red and yellow, flags, each at least 450 millimetres long and at least 450 millimetres wide, attached to the extremities of the load where it projects beyond the vehicle.

(2) A flag of the kind referred to in subclause (1)(c) must be positioned at each side of the front and rear—

(a) of any projecting load; or

(b) if there is no projecting load, of the vehicle.

(3) Clauses 14 to 19 of Schedule 7 apply to a vehicle (other than a B-double) carrying a load of baled hay that is wider than 2·5 metres as if a reference to a class 1 vehicle in those clauses were a reference to a vehicle carrying a load of baled hay that is wider than 2·5 metres.

30 Warning lights for night time travel

(1) At night, a vehicle (other than a B-double) carrying a load of baled hay that is wider than 2·5 metres must display—
(a) a warning light; and

(b) if the hay projects beyond the extremities of the vehicle, front clearance lights, rear clearance lights and side marker lights on any part of the projecting hay.

(2) Clauses 11 to 13 of Schedule 7 apply to a vehicle (other than a B-double) carrying a load of baled hay that is wider than 2.5 metres as if a reference to a class 1 vehicle in those clauses were a reference to a vehicle carrying a load of baled hay that is wider than 2.5 metres.

PART 5—CONTAINER VEHICLES

Division 1—Mass limits

31 Mass limits for prime mover and semi-trailer combinations

Subject to this Part, the mass limits for a prime mover and semi-trailer that combine to form a container vehicle are the relevant limits set out in Part 4.1 of Chapter 4 of these Regulations for a prime mover or a semi-trailer (as the case may be).

32 Mass limits

(1) The axle mass limits for a container vehicle are, whichever is the lowest of—

(a) the limits for an axle or axle group (described in column 1 of Table 3) set out in column 2 of that Table opposite the description in column 1; or

(b) the manufacturers' mass ratings; or

(c) the sum of the mass limits for the tyres fitted to the axle or axle group.
(2) The maximum vehicle gross mass limits for a container vehicle is the lowest of—

(a) 48·0 tonnes;

(b) the sum of the axle and axle group mass limits referred to in subclause (1);

(c) the sum of the prime mover's GVM and the trailer's GTM; or

(d) the prime mover's GVM.

| Table 3—Axle and axle group gross mass limits—Container vehicles |
|---|---|---|
| **Item No.** | **Description of single axle or axle group** | **Gross Mass Limit** |
| 1 | steering single axle | 6·0 tonnes |
| 2 | Tandem axle group | 18·0 tonnes |
| 3 | tri-axle group | 24·0 tonnes |

**Division 2—Dimension limits**

33 **Dimension limits**

Subject to this Division, the dimension limits for a vehicle that forms part of a container vehicle are the relevant limits for each of those vehicles set out in Part 4.2 of Chapter 4 of these Regulations.

34 **Axle distances**

The distances between the centres of the rear axle of the 3 axle prime mover that forms part of a container vehicle and the first axle of the semi-trailer that forms part of the same container vehicle must be a minimum of 6·5 metres.

35 **Wheelbase for prime mover**

A 3 axle prime mover that forms part of a container vehicle must have a minimum wheelbase of at least 3·6 metres.
Division 3—Other requirements

36 General conditions

(1) Documented proof of a container vehicle manufacturers' mass ratings for—
   (a) the prime mover;
   (b) the semi-trailer;
   (c) the steering single axle, tandem axle group and tri-axle group—

must be carried in the prime mover.

(2) A document referred to in subclause (1) must be produced when requested by an authorised officer or a member of the police force document.

PART 5A—REFRIGERATION TRAILERS

36A Dimension limits for refrigeration trailers

Subject to this Part, the dimension limits for a semi-trailer designed and built for the control of temperature through the use of refrigeration equipment are the relevant limits for that vehicle set out in Part 4.2 of Chapter 4 of these Regulations.

36B Length limit for refrigeration trailers

The maximum length of a semi-trailer designed and built for the control of temperature through the use of refrigeration equipment is 14·9 metres, provided that—
(a) the distance between the point of articulation at the front and the rear overhang line for the trailer is between 9·5 metres and 9·9 metres; and

(b) the trailer is used in a single semi-trailer combination.

36C Mass limits for refrigeration trailers

The mass limits for a semi-trailer designed and built for the control of temperature through the use of refrigeration equipment are the relevant limits for that vehicle set out in Part 4.1 of Chapter 4 of these Regulations.

PART 5B—REARLOADER WASTE VEHICLES

36D Dimension limits for rearloader waste vehicles

Subject to this Part, the dimension limits for a 3 axle rearloader waste vehicle fitted with a bin lifting mechanism and a tandem axle group with 8 tyres are the relevant limits for that vehicle set out in Part 4.2 of Chapter 4 of these Regulations.

36E Rear overhang

The maximum rear overhang for a 3 axle rearloader waste vehicle fitted with a bin lifting mechanism and a tandem axle group with 8 tyres is the lesser of—

(a) 70% of the vehicle's wheelbase; and

(b) 3·4 metres.
36F Mass limits for rearloader waste vehicles

The mass limits for a 3 axle rearloader waste vehicle fitted with a bin lifting mechanism and a tandem axle group with 8 tyres are the relevant limits for that vehicle set out in Part 4.1 of Chapter 4 of these Regulations.

PART 6—VEHICLES DECLARED BY THE CORPORATION TO BE CLASS 3 VEHICLES

Division 1—Application

37 Application

This Part applies to a vehicle that is in a category of vehicles declared by the Corporation under regulation 193(2) to be class 3 vehicles.

Division 2—Mass limits

38 Mass limits for vehicles declared by the Corporation to be class 3 vehicles

The mass limits for a vehicle to which this Part applies, are the relevant mass limits for that vehicle set out in Part 4.1 of Chapter 4 of these Regulations, except to the extent that the Corporation specifies otherwise in the declaration under regulation 193(2).

Division 3—Dimension limits

39 Dimension limits for vehicles declared by the Corporation to be class 3 vehicles

The dimension limits for a vehicle to which this Part applies, are the relevant dimension limits for that vehicle set out in Part 4.2 of Chapter 4 of these Regulations except to the extent that the Corporation specifies otherwise in the declaration under regulation 193(2).
Division 4—Other requirements

40 Other relevant requirements for vehicles declared by the Corporation to be class 3 vehicles

Except to the extent that the Corporation specifies otherwise in a declaration under regulation 193(2), a vehicle to which this Part applies, must comply with a requirement set out in Part 4.3 of Chapter 4 of these Regulations.
1. **General Information**


The Road Safety (Vehicles) Regulations 2009 will sunset 10 years after the day of making on 7 October 2019 (see section 5 of the *Subordinate Legislation Act 1994*).
2. **Table of Amendments**

This Version incorporates amendments made to the Road Safety (Vehicles) Regulations 2009 by statutory rules, subordinate instruments and Acts.

<table>
<thead>
<tr>
<th>Amendment Regulations</th>
<th>Date of Making</th>
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<tbody>
<tr>
<td>Road Safety (Vehicles) Amendment Regulations 2010, S.R. No. 26/2010</td>
<td>11.5.10</td>
<td>11.5.10</td>
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<tr>
<td>Road Safety (Vehicles) Amendment (Heavy Vehicles Charges) Regulations 2010, S.R. No. 33/2010</td>
<td>25.5.10</td>
<td>1.7.10: reg. 3</td>
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<tr>
<td>Road Safety (Drivers) and Road Safety (Vehicles) Amendment (Fees) Regulations 2010, S.R. No. 35/2010</td>
<td>1.6.10</td>
<td>1.7.10: reg. 3</td>
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<tr>
<td>Road Safety (Vehicles) Amendment (Electronic Stability Control) Regulations 2010, S.R. No. 80/2010</td>
<td>17.8.10</td>
<td>17.8.10</td>
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</table>
3. **Explanatory Details**


**Table of Applied, Adopted or Incorporated Matter Required by the Subordinate Legislation Regulations 2004**

Note that the following table of applied, adopted or incorporated matter is included in accordance with the requirements of regulation 5 of the Subordinate Legislation Regulations 2004.

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<tr>
<th>Statutory Rule Provision</th>
<th>Title of applied, adopted or incorporated document</th>
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<tr>
<td>Definition of <em>United Nations electronic stability control standard</em> in regulation 5(1)</td>
<td>Global technical regulation No. 8 published by the United Nations Economic Commission for Europe and established in the Global Registry on 26 June 2008 [ECE/TRANS/180/Add.8], as amended by the Corrigendum established in the Global Registry on 12 November 2008 [ECE/TRANS/180/Add.8/Corr.2]</td>
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<tr>
<td>Regulation 5 and clause 3 (definitions of <strong>50 millimetre kingpin</strong> and <strong>90 millimetre kingpin</strong>) and clauses 165, 166 and 167 of Schedule 2</td>
<td>Australian Standard AS 2175–1990 Articulated Vehicles Kingpins</td>
<td>The whole</td>
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<tr>
<td>Regulation 5 and clause 3 (definition of <strong>road tank vehicle</strong>) of Schedule 2</td>
<td>Australian Code for the Transport of Dangerous Goods by Road and Rail, seventh edition implemented by 31 December 2008</td>
<td>Volume 1 Division 1.1—Interpretation</td>
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<tr>
<td>Regulation 5, 21 and Part 3 of Schedule 2</td>
<td>Vehicle Standards Bulletin No. 6 - Heavy Vehicle Modifications and Vehicle Standards Bulletin No. 14 National Code of Practice for Light Vehicle Construction and Modifications, both published by the Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government</td>
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<td>Regulation 5 and clauses 17 and 19 of Schedule 2</td>
<td>Australian Design Rules for Motor Vehicle Safety and Trailers, second edition, published by the Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government</td>
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<td>Regulation 5 and clauses 18 and 20 of Schedule 2</td>
<td>Australian Design Rules for Motor Vehicles and Trailers, third edition, published by the Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government</td>
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<td>Regulation 5 and clauses 3 and clause 23(2)(a) of Schedule 2</td>
<td>Australian/New Zealand Standard AS/NZS 2596:2003: Seat belt assemblies for motor vehicles, published by jointly by Standards Australia and Standards New Zealand on 29 December 2003; and the relevant British Standard for seat belts</td>
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<td>Regulation 5 and clause 23(2)(d) of Schedule 2</td>
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<td>Regulation 5 and clause 62(3) of Schedule 2</td>
<td>Australian Standard AS 1744–1975 Forms of Letters and Numerals for Road Signs, published by Standards Australia on 20 January 1975</td>
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<tr>
<td>Regulation 5 and clauses 62(7) and 117(3) of Schedule 2</td>
<td>Australian Standard AS 1906 Retro-reflective Materials and Devices for Road Traffic Control Purposes</td>
<td>Part 1</td>
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<td>Regulation 5 and clause 116(7) of Schedule 2</td>
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<td>Regulation 5 and clauses 117(1) and 117(2) of Schedule 2</td>
<td>Australian Standard AS 1743 - Road Signs</td>
<td>Image W6-3</td>
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<td>Regulation 5 and clause 119(1) of Schedule 2</td>
<td>Vehicle Standards Bulletin No. 12 – Rear Marking Plates, published by the Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government</td>
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<td>Regulation 5 and clauses 136(1) and 137 of Schedule 2</td>
<td>Second edition ADR 35A; third edition ADR 35</td>
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<tr>
<td>Regulation 5 and clause 143(2) of Schedule 2</td>
<td>Australian Standard AS D8–1971 Hose Couplings for Use with Vacuum and Air-Pressure Braking Systems on Prime Movers, Trailers and Semi-Trailers</td>
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<td>Regulation 5 and clause 154(1)(a) of Schedule 2</td>
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<td>Regulation 5 and clauses 161, 163 and 164 of Schedule 2</td>
<td>Australian Standard AS 1773–1990 Articulated Vehicles—Fifth Wheel Assemblies; and Australian Standard AS 1771–1987 Installation of Fifth Wheel and Turntable Assemblies</td>
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<td>Regulation 5 and clauses 168 and 170 of Schedule 2</td>
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<td>Regulation 5 and clause 174 of Schedule 2</td>
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<td>Regulation 164 and clauses 12, 32, 43 and 47 of Schedule 8, and clauses 22 and 28 of Schedule 9</td>
<td>&quot;Height Clearance on Roads&quot; published by VicRoads in January 2000</td>
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<td>Regulation 187 and clauses 12, 32, 43 and 47 of Schedule 8</td>
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<td>Regulation 172 and clauses 62(7) and 117(3)(c) of Schedule 2 and clauses 9(6)(b), 14(1)(a), 53(1)(a) of Schedule 7</td>
<td>Australian Standard 1906 Retro-reflective Materials and Devices for Road Traffic Control Purposes</td>
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<td>Regulation 4 which amends the definition of <em>complying bus</em> in regulation 5 of the Road Safety (Vehicles) Regulations 2009</td>
<td>Third edition ADR 44</td>
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