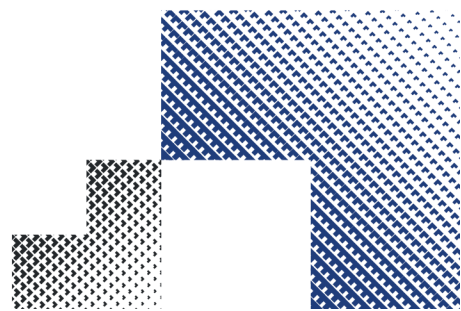




 **Heavy Vehicle (Mass, Dimension and Loading)
National Regulation Amendment 2025**
explanatory document

National Transport Commission
2 December 2025



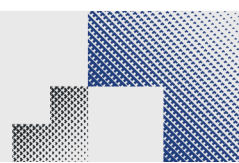
Report outline

| | |
|-----------------------|---|
| Title | <i>Heavy Vehicle (Mass, Dimension and Loading) National Regulation Amendment 2025 Explanatory Document.</i> |
| Type of report | Explanatory Document outlining the amendments contained in the <i>Heavy Vehicle (Mass, Dimension and Loading) National Regulation Amendment 2025 (Amendment Regulation)</i> . |
| Purpose | To describe the proposed amendments to the <i>Heavy Vehicle (Mass, Dimension and Loading) National Regulation Amendment 2025</i> . |
| Key words | <i>Heavy Vehicle (Mass, Dimension and Loading) National Regulation Amendment 2025.</i> |
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Contents

| | |
|-----------------------------|---|
| Report outline | 1 |
| Contents | 2 |
| Executive summary | 3 |
| Amendments to the HV(MDL)NR | 4 |



Executive summary

The **Heavy Vehicle National Law 2012 (HVNL)** regulates heavy vehicles above 4.5 tonnes (t) gross vehicle mass, and prescribes requirements for heavy vehicle standards, the mass and dimensions of heavy vehicles, load restraint, preventing drivers from speeding and driving fatigued, and imposes duties on parties in the chain of responsibility.

The **Heavy Vehicle (Mass, Dimension and Loading) National Regulation (HV(MDL)NR)** is a regulation to the **HVNL**. The **HV(MDL)NR** provides for General Mass Limits (GML), which apply to heavy vehicles generally. Schedule 1 prescribes mass limits for a heavy vehicle or combination, for single axles or axle groups, and axle spacing generally.

There are exceptions to GML, which include the Concessional Mass Limits (CML), quad-axle group mass exception limits, Higher Mass Limits (HML), one tonne tri-axle mass transfer allowance, and Euro VI vehicle mass transfer allowance. Exceptions provide different mass limits to GML and prescribe the heavy vehicles to which they apply.

The amendments set out in the draft **Amendment Regulation** contain amendments to the **HV(MDL)NR**.

In summary, the proposed amendments will:

- Increase the maximum mass limit under GML to those currently under CML. Buses will be excluded from accessing the increased GML.
- Allow road trains to access Euro VI concessions. Road trains were excluded from accessing Euro VI concessions when they were introduced into the **HVNL** to allow for the assessment of the road impact of Euro VI road trains.
- Amend the maximum mass requirements for tag trailers.
- Increase the length limit for vehicles currently limited to 19m to 20m.

Context

The purpose of this report is to support the public consultation process and provide stakeholders with:

- an explanation of the proposed changes to the **HV(MDL)NR** and the reasons for them
- a draft of the proposed changes to the standards.

Amendments to the HV(MDL)NR

1. Short title

Clause 1 sets out that the title is the *Heavy Vehicle (Mass, Dimension and Loading) National Amendment Regulation 2025*.

2. Commencement

Clause 2 sets out that the amendments will commence on 1 July 2026.

3. Regulation amended

Clause 3 sets out that this regulation amends the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation*.

4. Amendment of section 3 – (Definitions)

Policy:

Clause 4 amends **Section 3 Definitions** to remove definition for CML, CML heavy vehicle, and one tonne tri-axle mass transfer allowance. It also removes road train exclusions from the definitions of Euro VI vehicle (complying steer axle), Euro VI vehicle (single steer axle), and Euro VI vehicle (twinsteer) to allow road trains to access the increased GML.

Amendments:

(1) Section 3, definitions CML heavy vehicle, concessional mass limits and one tonne tri-axle mass transfer allowance—

omit.

(2) Section 3, definition Euro VI vehicle (complying steer axle), paragraph (b)—

omit, insert— *(b) does not include a bus.*

(3) Section 3, definition Euro VI vehicle (single steer axle), paragraph (b)—

omit, insert— *(b) does not include a bus.*

(4) Section 3, definition Euro VI vehicle (twinsteer), paragraph (b)—

omit, insert— *(b) does not include a bus.*

5. Amendment of section 5C (Class 2 heavy vehicles)

Policy:

Clause 5 amends **Section 5C** to increase the permitted length of class 2 heavy vehicles from 19m to 20m. Note that **Section 5(C)** is set to commence 1 July 2026.

Amendments:

Section 5C(1)(a)(ii)(D), '19m'—
omit, insert— 20m

6. Amendment of section 5D (Restricted access vehicles)

Policy:

Clause 6 amends **Section 5D** to increase the permitted length of restricted access vehicles from 19m to 20m. Note that **Section 5D** is set to commence 1 July 2026.

Amendments:

Section 5D(c)(iii), '19m'—
omit, insert— 20m

7. Amendment of section 5E (Safer freight combination)

Policy:

Clause 7 amends **Section 5E** to increase the permitted length of safer freight combinations from 19m to 20m. Note that **Section 5E** is set to commence 1 July 2026.

Amendments:

Section 5E(c), '19m'—
omit, insert— 20m

8. Amendment of s 5I (Mass alternative compliance accreditation)

Policy:

Clause 8 amends **Section 5I** to remove two references to CML. Note that **Section 5I** is set to commence 1 July 2026.

Amendments:

(1) Section 5I, 'Schedules 2 and'—
omit, insert—

Schedule

(2) Section 5I, note, 'Schedule 2 for concessional mass limits or'—
omit.

9. Amendment of s 7 (Mass exceptions)

Policy:

Clause 9 amends **Section 7** to remove references to CML and one tonne tri-axle mass transfer allowance. Once GML is increased to the current CML, the concept of CML and the one tonne tri-axle mass allowance become redundant.

Amendments:

- (1) Section 7(1)(a) and (d)—
omit.
- (2) Section 7(1), note, 'Schedules 2'—
omit, insert—
Schedules 4

10. **Amendment of Sch 1, s 2 (Mass limits for a single vehicle or combination)**

Policy:

Clause 10 amends **Schedule 1, Section 2** to increase the GML for heavy vehicle combinations. Subsections (i)-(iii) are excluded as they relate to buses which will not be eligible for the increased GML.

GML is increased by 1t for a heavy vehicle with a maximum mass limit of less than 55t under the current GML and by 2t for a heavy vehicle with a maximum mass limit of more than 55t under the current GML.

Amendments:

- (1) Schedule 1, section 2(1), 'lower of the following masses'—
omit, insert—
lowest of the following masses
- (2) Schedule 1, section 2(1)(a)(iv), '43t'—
omit, insert—
44t
- (3) Schedule 1, section 2(1)(a)(iva) and (ivb)—
omit, insert—
(iva) for a Euro VI vehicle (complying steer axle) that is neither a B-double nor a road train—44.5t;
(ivb) for a Euro VI vehicle (single steer axle) that is neither a B-double nor a road train—44t;
- (4) Schedule 1, section 2(1)(a)(ivc), '47t'—
omit, insert—
48t

- (5) Schedule 1, section 2(1)(a)(v), '46.5t'—
omit, insert—
47.5t
- (6) Schedule 1, section 2(1)(a)(vi), '42.5t'—
omit, insert—
43.5t
- (7) Schedule 1, section 2(1)(b), 'combination.'—
omit, insert—
combination;
- (8) Schedule 1, after section 2(1)(b)—
insert—
(c) for a single vehicle or combination that is not a bus—
(i) if the reduced mass amount for the vehicle or combination is 55t or less—1t more than the reduced mass amount for the vehicle or combination;
(ii) if the reduced mass amount for the vehicle or combination is more than 55t—2t more than the reduced mass amount for the vehicle or combination.
- (9) Schedule 1, after section 2(1)—
insert—
(1A) For the purposes of subsection (1)(c), the **reduced mass amount** is the amount calculated by subtracting the sum of the mass deduction amounts stated in the Table in Part 3 in relation to each applicable axle group of the vehicle or combination from the mass of the vehicle or combination determined under subsection (1)(b).
- (10) Schedule 1, section 2(4A)—
omit, insert—
(4A) In a combination—
(a) the mass on the axle group or single axle of a tag trailer must not be an amount that is more than 30% greater than the sum of the mass on all of the axles of the towing vehicle; and
(b) the minimum mass on the steer axle or twinsteer axle group of the vehicle that is towing the tag trailer must be the greater of the following—
(i) the mass that is 20% of the sum of the mass limits applying to all of the axle groups and single axles of the towing vehicle; or
(ii) the minimum mass limit for a steer axle or twinsteer axle group for the vehicle when towing, derived from the rating set for the steer axle or twinsteer axle group by the vehicle's manufacturer.

11. **Amendment of Sch 1, s 5 (Mass limits relating to axle spacing generally)**

Policy:

Clause 11 amends **Schedule 1, Section 5** to confer Euro VI road trains a mass limit 0.5t higher than its non-Euro VI equivalent.

Amendments:

- (1) Schedule 1, section 5(2)(c), 'a B-double that is'—
omit.
- (2) Schedule 1, section 5(3)—
omit, insert—
 - (3) *The mass of a road train relating to an axle spacing of the road train must not be more than—*
 - (a) *for a complying steer axle vehicle, or Euro VI vehicle (single steer axle) for which the steer axle is used to calculate the axle spacing—the table 4 limit increased by 0.5t; or*
 - (b) *for a Euro VI vehicle (twinsteer) for which the twinsteer axle group is used to calculate the axle spacing—the table 4 limit increased by 0.5t; or*
 - (c) *for a Euro VI vehicle (complying steer axle) for which the steer axle is used to calculate the axle spacing—the table 4 limit increased by 0.5t; or*
 - 1(d) *otherwise—the table 4 limit.*
- (3) Schedule 1, after section 5(5)—
insert—
 - (5A) *However, for a heavy vehicle that is not a bus, the sum of the mass on each axle group or single axle within the vehicle's axle spacing must not be more than—*
 - (a) *if the reduced mass amount for the vehicle is 55t or less—1t more than the reduced mass amount for the vehicle; or*
 - (b) *if the reduced mass amount for the vehicle is more than 55t—2t more than the reduced mass amount for the vehicle.*
 - (5B) *For the purposes of subsection (5A), the **reduced mass amount** is the amount calculated by subtracting the sum of the mass deduction amounts stated in the Table in Part 3 in relation to each applicable axle group of the heavy vehicle from the sum of the mass on each axle group or single axle within the vehicle's axle spacing.*

12. **Amendment of Sch 1, Pt 2 (Axle Tables)**

Policy:

Clause 12 amends **Schedule 1, Part 2, Table 1** to increase the maximum mass limit on certain axle types in line with the current CML. The listed axle types are increased by 0.5t or 1t.

Amendments:

- (1) Schedule 1, Part 2, Table 1, first and second columns, tandem axle group, provision starting 'Tandem axle group fitted with single tyres with section widths of—', paragraphs (a) to (c)—

omit, insert—

| | |
|--|------|
| (a) less than 375mm | 11.5 |
| (b) at least 375mm but less than 450mm | 13.8 |
| (c) at least 450mm | 14.5 |

- (2) Schedule 1, Part 2, Table 1, second column, tandem axle group, provision starting 'Tandem axle group fitted with single tyres on 1 axle and dual tyres on the other axle on—', paragraph (b), '13.0'—

omit, insert—

13.5

- (3) Schedule 1, Part 2, Table 1, second column, tandem axle group, provision starting 'Tandem axle group fitted with dual tyres on—', paragraph (b), '16.5'—

omit, insert—

17.0

- (4) Schedule 1, Part 2, Table 1, second column, tri-axle groups, provision starting 'Tri-axle group on a vehicle fitted with—', paragraphs (a) and (b), '15.0'—

omit, insert—

15.5

- (5) Schedule 1, Part 2, Table 1, second column, tri-axle groups, provision starting 'Tri-axle group on a vehicle other than a pig trailer fitted with—', paragraphs (a) to (c), '20.0'—

omit, insert—

21.0

- (6) Schedule 1, Part 2, Table 1, entries for quad-axle groups—

omit, insert—

| | |
|--|------|
| Quad-axle groups | |
| Quad-axle group fitted with single tyres with section widths of less than 375mm | 15.5 |
| Quad-axle group fitted with single tyres with section widths of at least 375mm or dual tyres | 21.0 |

(7) Schedule 1, Part 2, Table 1, entries for axle groups of 5 or more—

omit, insert—

| | |
|---|------|
| Axle groups of 5 or more | |
| Rear group of 5 or more axles on a low loader fitted with single tyres with section widths of less than 375mm | 15.5 |
| Any other rear group of 5 or more axles on a low loader | 21.0 |

13. Insertion of new Sch 1, Pt 3—

Policy:

Clause 13 inserts a new table into **Schedule 1 as Part 3**. The table is necessary as part of the calculation of the sum of the mass limits for the purposes of **Schedule 1, Section 2(1)(b)**.

In calculating the sum of the mass limits in **Schedule 1, Section 2(1)(b)**, the sum is to be reduced by the mass difference between the current GML and CML for each instance of a tandem axle group or tri-axle group of the vehicle or combination as currently included in CML.

The maximum combination mass limit for a vehicle or combination is:

- where the sum of mass limits (following the reduction in the sum of the mass limits as described above) is 55t or less – an increase of 1t.
- where the sum of mass limits (following the reduction in the sum of the mass limits as described above) is more than 55t – an increase of 2t.

Amendments:

After Schedule 1, Part 2—

insert—

Part 3 Axle Mass Deduction Table

Table—Axle mass deduction

| Description of single axle or axle group | Mass deduction (t) |
|--|--------------------|
| Tri-axle group on a vehicle fitted with (a) single tyres with section widths of less than 375mm on all axles; or (b) single tyres with section widths of less than 375mm on some axles and dual tyres on the other axles | 0.5 |
| Tri-axle group on a vehicle other than a pig trailer fitted with— (a) single tyres with section widths of at least 375mm on all axles; or (b) dual tyres on all axles; or (c) single tyres with section widths of at least 375mm on some axles and dual tyres on the other axles | 1.0 |
| Quad-axle groups | |
| Quad-axle group fitted with single tyres with section widths of less than 375mm | 0.5 |
| Quad-axle group fitted with single tyres with section widths of at least 375mm or dual tyres | 1.0 |
| Axle groups of 5 or more | |
| Rear group of 5 or more axles on a low loader fitted with single tyres with section widths of less than 375mm | 0.5 |
| Any other rear group of 5 or more axles on a low loader | 1.0 |

14. ***Omission of Sch 2 (Concessional mass limits)***

Policy:

Clause 14 removes **Schedule 2** which currently applies CML. Once GML is increased to the current CML, the concept of CML will become redundant.

Amendments:

Schedule 2—
omit.

15. Omission of Sch 5A (One tonne tri-axle mass transfer allowance)Policy:

Clause 15 removes **Schedule 5A** which currently applies the one tonne tri-axle mass allowance. Once GML is increased to the current CML, the concepts of CML and the one tonne tri-axle mass allowance becomes redundant.

Amendments:

Schedule 5A—
omit.

16. Amendment of Sch 5B (Euro VI vehicle mass transfer allowance)Policy:

Clause 16 amends **Schedule 5B, Section 1** to remove references to CML. It also inserts a new subsection at **Schedule 5B, Section 1(5)(ca)** to impose a 21t cap for the mass on the drive axle that is a tri-axle group.

Amendments:

(1) Schedule 5B, section 1(3), 'concessional mass limits or'—
omit.

(2) Schedule 5B, section 1(3), note, 'section 3 of Schedule 2 and'—
omit.

(3) Schedule 5B, section 1(5)(a)(i) and (d)(i)—
omit.

(4) Schedule 5B, section 1(5), after subsection (c)—
insert—

(ca) if the vehicle is fitted with a drive axle that is a tri-axle group—the mass on the drive axle being more than 21t; or

17. Amendment of Sch 6, s 3 (Length–combination or single vehicle)Policy:

Clause 17 amends **Schedule 6, Section 3** to require a heavy trailer that is part of a combination longer than 19m but not more than 20m to have a braking system that complies with ADR38/05 and is powered by the towing vehicle.

Amendments:

(1) Schedule 6, section 3(1)(a), '19m'—

omit, insert—

20m

(2) Schedule 6, after section 3(3A)—

insert—

(3B) A heavy trailer, being used in a combination that is longer than 19m but not more than 20m, must have a braking system that—

(a) complies with the requirements of ADR 38/05 or a later version of ADR 38; and

(b) is powered by the towing vehicle.

(3) Schedule 6, section 3(4), in alphabetical order—

insert—

heavy trailer means a heavy trailer within the meaning of ADR (Definitions and Vehicle Categories).

18. **Amendment of Sch 6, s 4 (Length-trailers)**

Policy:

Clause 18 inserts an exception into **Schedule 6, Section 4**. To give effect to the length increase from 19m to 20m, the S-dimension of a semitrailer being towed by a prime mover may be up to 14.5m, notwithstanding the standard limit of 12.3m.

However, a semitrailer being towed by a prime mover is also subject to an S-dimension limit based on its wheelbase as stated in the Table in **Schedule 6, Pt 4**. As refrigerated semitrailers are currently allowed a wheelbase of no more than 9.9m, refrigerated semitrailers are only subject to the Table in **Schedule 6, Pt 4** if the wheelbase exceeds 9.9m.

Clause 18 also inserts a requirement for a semitrailer with an S-dimension of more than 9.5m to comply with side underrun protection which complies with ADR106/00.

Amendments:

(1) Schedule 6, section 4(2)(b)—

omit, insert—

(b) the distance from the front articulation point to the rear of the trailer must not be more than—

(i) for a semitrailer being towed by a prime mover—14.5m; or

(ii) otherwise—12.3m.

(2) Schedule 6, after section 4(2)—

insert—

(2A) However, subsection (2B) applies in relation to a semitrailer being towed by a prime mover if—

(a) the trailer is being used in a combination that is not a B-double or road train; and

(b) either—

(i) the combination is longer than 19m but not more than 20m; or

(ii) the distance from the front articulation point to the rear overhang line of the trailer is more than—

(A) for a trailer designed and constructed for the positive control of temperature through the use of refrigerated equipment, which otherwise complies dimensionally—9.9m; or

(B) otherwise—9.5m.

(2B) Despite subsection (2)(a), for a semitrailer mentioned in subsection (2A), the distance from the front articulation point to the rear overhang line of the must not be more than the maximum distance stated in the Table in Part 4 of Schedule 6 that applies in relation to the wheelbase of the prime mover.

(2C) If a semitrailer has a front articulation point to the rear overhang line of more than 9.5m, the trailer must be fitted with side underrun protection complying with ADR106/00 or a later version of ADR106.

(3) Schedule 6, section 4(4), example, 'subsections (1) to'—
omit, insert—

subsections (2)(a), (b)(ii) and

(4) Schedule 6, section 4(5), 'subsections (2) and (3)'—
omit, insert—

subsections (2), (2B) and (3)

(5) Schedule 6, section 4(9), 'subsection (2)(b)'—
omit, insert—

subsection (2)(b)(ii)

(6) Schedule 6, section 4(10), 'subsection (2)(b)'—
omit, insert—

subsection (2)(b)(ii)

19. **Amendment of Sch 6, s 5 (Length–rear overhang)**

Policy:

Clause 19 amends **Schedule 6, Section 5** to increase the permitted rear overhang of a semitrailer being towed by a prime mover in a combination that is more than 19m but not more than 20m.

To give effect to the length increase, a semitrailer may have a rear overhang length of the lesser of 4m and 60% of its S-dimension, notwithstanding the standard length of the lesser of 3.7m and 60% of its S-dimension.

Amendments:

(1) Schedule 6, after section 5(1)—

insert—

(1A) However, subsection (1B) applies in relation to a semitrailer being towed by a prime mover if—

(a) the combination is longer than 19m but not more than 20m; and

(b) the distance from the front articulation point to the rear overhang line of the trailer is more than—

(i) for a trailer designed and constructed for the positive control of temperature through the use of refrigerated equipment, which otherwise complies dimensionally—9.9m; or

(ii) otherwise—9.5m; and

(c) the distance from the front articulation point to the rear overhang line of the trailer complies with the maximum distance stated in the Table in Part 4 of Schedule 6 that applies in relation to the wheelbase of the prime mover.

(1B) Despite subsection (1), for a semitrailer mentioned in subsection (1A), the rear overhang of the trailer must not be more than the lesser of the following—

(a) 4m;

(b) the length that is 60% of the distance between the trailer's front articulation point and its rear overhang line.

(2) Schedule 6, section 5(2), 'subsection (1)(a)'—

omit, insert—

subsections (1)(a) and (1B)

20. **Insertion of new Sch 6, Pt 4**

Policy:

Clause 20 inserts a **Part 4** into **Schedule 6**. The new Part provides a Table for the calculation of the maximum S-dimension for certain semitrailers being towed by a prime mover for the purposes of **Schedule 6, Section 4**.

Amendments:

Schedule 6, after Part 3—

insert—

Part 4 Trailer Length Table

Table—Maximum distance for a semitrailer from the front articulation point to the rear overhang line for the wheelbase of the prime mover

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

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