

# NOTE

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WELLINGTON, NEW ZEALAND

PURSUANT to Section 152 of the Land Transport Act 1998

I, **Harry James Duynhoven**, Minister for Transport Safety,

**HEREBY** make the following ordinary Rule:

Land Transport Rule: Vehicle Dimensions and Mass Amendment

**SIGNED AT** Wellington

This *8<sup>th</sup>* day of *August* 2005

Harry James Duynhoven

Minister for Transport Safety

**Land Transport Rule**  
**Vehicle Dimensions and Mass Amendment 2005**  
**Rule 41001/1**

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**Land Transport Rule**  
**Vehicle Dimensions and Mass**  
**Amendment 2005**

**Rule 41001/1**



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## Objective of the Rule

**Land Transport Rule: Vehicle Dimensions and Mass 2005** amends *Land Transport Rule: Vehicle Dimensions and Mass 2002*, which specifies requirements for dimension and mass limits for vehicles operating on New Zealand roads. That Rule set in place a regulatory regime so that vehicles, particularly heavy truck and trailer combinations, are operated safely.

The objectives of this Rule are to amend the definitions of heavy vehicle axles to clarify the applicable mass limits for axle sets; to ensure that there are clear, consistent and safe requirements covering the towing of motor vehicles that are not trailers; and to clarify the rights of licensed operators of heavy vehicle recovery service vehicles to remove disabled and damaged vehicles from the roadway.

The amendments to *Land Transport Rule: Vehicle Dimensions and Mass 2002* specifically:

- change the definitions of ‘tri-axle set’ and ‘quad axle set’ by deleting the requirement that tyres be of the same size and that they load-share, and by deleting the requirement that tandem axles load-share (load-sharing is already included elsewhere in the Rule);
- clarify the meaning of some of the provisions previously brought over from *Part 5 (Loading and dimensions)* of the *Traffic Regulations 1976* into the Rule;
- clarify and make provision for the unintended effect of wording in *Land Transport (Road User) Rule 2004*, which allows a heavy motor vehicle to tow two other motor vehicles that are not trailers, and clarify the requirements for towing a trailer and another vehicle by applying the same conditions to the towing of motor vehicles that apply to the towing of trailers;

- allow a heavy vehicle recovery service vehicle to remove a disabled heavy vehicle from the roadway without having to comply with some of the relevant requirements in *section 4* of the Rule, which operators may not have been able to strictly comply with under the 2002 Rule when towing a disabled heavy vehicle;
- correct an error in *Schedule 6* of the Rule, which specifies the zones for restricted travel time of large overdimension vehicles.

Consequential amendments to the definitions of axles and axle sets have been made in *Land Transport Rule: Heavy Vehicles Amendment 2005*.

## Extent of consultation

For the purposes of consultation, a number of amendments proposed to *Land Transport Rule: Vehicle Dimensions and Mass 2002* and 12 other Land Transport Rules were combined into a single draft Rule, *Land Transport Rule: Omnibus Amendment 2005* (the Omnibus Amendment Rule). The changes proposed were intended mainly to convert remaining provisions in the *Traffic Regulations 1976* to Rules, to update vehicle standards, to delete redundant provisions and clarify provisions and to correct some errors in Rules.

On 1 April 2005, Land Transport New Zealand (Land Transport NZ) sent a letter containing the Rule amendment proposals to about 2200 groups and individuals who had registered an interest in the Rules to be amended, and sought submissions on the proposed changes. The draft Omnibus Amendment Rule was made available through the Land Transport NZ Help Desk and was available together with Questions and Answers on the Land Transport NZ website. The availability of the draft was publicised in five metropolitan daily newspapers, *Te Karere National News* and the *New Zealand Gazette*. Land Transport NZ received 33 submissions on the draft



Omnibus Amendment Rule, of which 13 commented on the proposals relating to vehicle dimensions and mass.

Following consultation, the provisions in the draft Omnibus Amendment Rule were split into separate amendment Rules, including this Rule. The submissions that were received were taken into account in drafting the amendment Rules before the Rules were submitted to the Minister for Transport Safety for signing.

## **Part 1                      Rule requirements**

### **Section 1                      Application**

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#### **1.1                              Title**

1.1(1)                              This Rule is *Land Transport Rule: Vehicle Dimensions and Mass Amendment 2005*.

1.1(2)                              In this Rule, *Land Transport Rule: Vehicle Dimensions and Mass 2002* is called ‘the principal Rule’.

#### **1.2                              Date when Rule comes into force**

This Rule comes into force on 15 September 2005.

### **Section 2                      Amendments relating to vehicle dimensions and mass**

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#### **2.1                              Dimension requirements for vehicles and vehicle combinations**

2.1(1)                              *Table 4.1* of the principal Rule is amended by omitting from the item relating to **overall length** the words “Towing vehicle and full trailer, towing vehicle and simple trailer, towing vehicle and pole trailer, A-train, B-train, towing vehicle and two trailers, towing vehicle in combination with a motor vehicle other than a trailer”, and substituting the words “Any other combination of vehicles”.

2.1(2)                              *Table 4.1* of the principal Rule is amended by omitting from the item relating to **inter-vehicle spacing** the words “towing vehicle and trailer”, and substituting the words “any two consecutive vehicles in a combination”.

## 2.2 New clause substituted

*Section 4* of the principal Rule is amended by revoking *clause 4.4*, and substituting the following clause:

### “4.4 Mass ratio of towed and towing vehicles for heavy combination vehicles

“4.4(1) For an A-train, a B-train or a rigid vehicle towing two vehicles, the gross mass of the rearmost vehicle must not exceed 1.5 times the gross mass of the towing vehicle and the first towed vehicle, that is:

$$\frac{\text{Gross mass of rearmost vehicle}}{\text{Gross mass of towing vehicle} + \text{first towed vehicle}} = 1.5 \text{ or less}$$

“4.4(2) For all other heavy combination vehicles, except those operating under an overweight permit with a VAI exceeding 1.1, or those restricted to an operating speed of 40 km/h or less, the gross mass of the towed vehicle must not exceed 1.5 times the gross mass of the towing vehicle, that is:

$$\frac{\text{Gross mass of towed vehicle}}{\text{Gross mass of towing vehicle}} = 1.5 \text{ or less”}$$

## 2.3 Towing requirements

*Clause 4.6* of the principal Rule is amended by adding the following subclauses:

“4.6(9) A heavy rigid vehicle must not tow more than one heavy rigid vehicle that is without power.

“4.6(10) A heavy rigid vehicle may only tow both a trailer and a rigid vehicle without power if:

“(a) the combination consists of a rigid vehicle towing a semi-trailer that is towing a rigid vehicle without power; or

“(b) the total gross mass of the combination is less than 20,000 kg, and the rearmost vehicle is a light trailer or other light motor vehicle.

“4.6(11) A heavy rigid vehicle may only tow two rigid vehicles without power if:

“(a) the total gross mass of the combination is less than 20,000 kg, and the rearmost vehicle is a light motor vehicle; and

“(b) at least one towing connection between consecutive vehicles consists of a rigid bar or A-frame.

“4.6(12) If a heavy motor vehicle on a roadway becomes disabled, a heavy vehicle recovery service vehicle may tow the disabled vehicle and any attached trailers to the nearest safe area off the roadway without complying with the dimension requirements in *Table 4.1*, or with *4.4*, *4.6(4)* or *4.6(10)*.”

## Section 3                      Amendments to definitions

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### 3.1                                      Substitution of definitions

3.1(1)                                      *Part 2* of the principal Rule is amended by revoking the definition of **quad-axle set**, and substituting the following definition:

“**Quad-axle set** means a set of four axles, where:

“(a) the centres of the first and fourth axles are spaced not less than 3.75 m and not more than 4 m apart; and

“(b) all axles contain an equal number of tyres; and

“(c) none of the axles is a single standard-tyred axle.”

- 3.1(2) *Part 2* of the principal Rule is amended by revoking the definition of **tandem axle set**, and substituting the following definition:

“**Tandem axle set** means an axle set comprising two axles having their centres spaced not less than 1 m and not more than 2 m apart”.

- 3.1(3) *Part 2* of the principal Rule is amended by revoking the definition of **tri-axle set**, and substituting the following definition:

“**Tri-axle set** means a set of three axles, where:

“(a) the centres of the first and third axles are spaced not less than 2 m and not more than 3 m apart; and

“(b) all axles contain an equal number of tyres; and

“(c) none of the axles is a single standard-tyred axle.”

## 3.2 **Insertion of new definition**

*Part 2* of the principal Rule is amended by inserting, in its appropriate alphabetical order, the following definition:

“**Roadway** means that portion of the road used or reasonably usable for the time being for vehicular traffic in general.”

## **Section 4                      Amendment to schedule**

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### **4.1                                      New schedule substituted**

The principal Rule is amended by revoking *Schedule 6*, and substituting the *Schedule 6* set out in the Schedule to this Rule.

**Part 2****Schedule****New *Schedule 6* substituted****[Ref. 4.1]****Schedule 6 Zones for restricted travel****[Refs. Cl. 6.12(1), 6.12(7)]**

<b>Zone</b>	<b>Area</b>	<b>Boundary</b>
<b>Zone 1</b>	Northland (southern part), Auckland, Bay of Plenty and Waikato	Kamo and south of Kamo
		Maungatapere and East of Maungatapere
		Maungaturoto and East of Maungaturoto
		North of the intersection of SH 2 and SH 33 Paengaroa
		North of the intersection of SH 5 and SH 1 Tirau
		North of the intersection of SH 3 and SH 31 Otorohanga
	Wellington	North to McKay's Crossing
		East to Te Marua including Te Marua
	Christchurch	South from Waimakariri River
		North of Templeton
East of Dawsons Road Yaldhurst		
<b>Zone 2</b>	Southern Waikato and Eastern Bay of Plenty	The intersection of SH 2 and SH 33 Paengaroa and south of the intersection of SH 2 and SH 33 Paengaroa
		The intersection of SH 5 and SH 1 Tirau and south of the intersection of SH 5 and SH 1 Tirau
		The intersection of SH 3 and SH 31 Otorohanga and south of the intersection of SH 3 and SH 31 Otorohanga
		Opotiki and north of Opotiki
		Te Whaiti and north of Te Whaiti
		Rangitaiki and north of Rangitaiki
		North of Motuoapa

Zone	Area	Boundary
		North of the intersection of SH 32 and SH 41 at Kurutau, but excluding SH 41 and SH 32 (Kurutau to Tokoroa) North of the intersection of SH 43 and SH 4 Taumarunui North of Awakino
<b>Zone 3</b>	Northland (northern part)	North of Kamo West of Maungatapere West of Maungaturoto
	Southern North Island (excluding Wellington as defined in Zone 1)	South of Opotiki
		East of Opotiki
		South of Te Whaiti
		South of Rangitaiki
		Motuoapa and south of Motuoapa
		The intersection of SH 32 and SH 41 Kurutau including SH 41 and south of the intersection of SH 32 and SH 41
		SH 32 Kurutau to Tokoroa
		The intersection of SH 43 and SH 4 Taumarunui and south of the intersection of SH 43 and SH 4 Taumarunui
		Awakino and south of Awakino
	McKay's Crossing and north of McKay's Crossing	
	North of Te Marua	
	South Island and Stewart Island (excluding Christchurch as defined in Zone 1)	North from Waimakariri River
		Templeton and south of Templeton
		Dawsons Road Yaldhurst and west of Dawsons Road Yaldhurst