DEPARTMENT OF
INFRASTRUCTURE, PLANNING AND LOGISTICS

Permit Guidelines for Oversize and Overmass Vehicles

Version 6

February 2018

Produced by
Vehicle Standards Section

Road Safety and Compliance

www.dipl.nt.gov.au/

NORTHERN TERRITORY GOVERNMENT

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Introduction	Insert Table of Amendments	5	April 2015
Section 2	SPV twin steer mass increase to 16 tonnes	3	July 2012
Various	Restricted access to Tiger Brennan Drive	5	April 2015
Various	Reference to gazette notices 6.5 tonne steer axle mass exemption Aggregate spreader box exemption 14.6m semi trailer length exemption 4.6m semi trailer height exemption Mechanical tarping system and safety harness system width exemption	5	April 2015
Various	Update agency names	5	April 2015
Appendix A	NT Gazette Notices	5	April 2015
Appendix B	Updated heavy vehicle route maps	5	April 2015
Section 3	Include operation of “Wig Wag” Lights Update agency names	6	February 2018

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Section 1

THE PERMIT SYSTEM

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1.1. INTRODUCTION

The *Motor Vehicles Act* (MVA) and Motor Vehicles (*Standards*) Regulations (MV(S)R) – incorporating the Australian Vehicle Standards Rules (AVSR) - specifies maximum dimensional and mass limits for vehicles which may travel on public roads in the Northern Territory (NT).

These limits are necessary to enhance the free flow of traffic to control damage of the infrastructure and to promote the safety of all road users.

The *Motor Vehicles Act* (Section 59) does recognise the possibility that sound reason may exist for allowing vehicles and loads that exceed these limits to operate on all or part of the road system by permitting exemptions to be granted.

This Guideline provides information on permit requirements applicable to:

i. A Special Purpose vehicle that, by construction, exceeds the legal mass and/or dimension limits (e.g. cranes, drill rigs, plant-type vehicles);

ii. Low loaders and load platforms that are specially designed for the carriage of a large indivisible item or are carrying a large indivisible item;

iii. Vehicles and combinations that transport indivisible loads; and

iv. Agricultural Machines, Agricultural Implements or Agricultural Combinations.

This Guideline does not provide detail on the permit requirements for NT Livestock Loading Scheme or the NT Innovative Vehicle Scheme.

This Guideline does not outline requirements for securing loads to vehicles. All loads carried are to be secured or restrained in a manner that meets the performance requirements detailed in the "**Load Restraint Guide**" published by the National Transport Commission.

Due to the varied nature of permit loads and the industries which the road system serves, it is not possible for this Guideline to anticipate every permit operation.

Where this Guideline does not provide for a specific operation or the applicant considers that special circumstances exist, a written submission should be forwarded to the Permits Officer with a completed application form.

1.2. LEGAL DIMENSION LIMITS

Table 1: Maximum Standard Dimension Limits

Vehicle Type	Maximum Standard Dimension Limit			
	Width (metres)	Length (metres)	Height (metres)	Rear Overhang (metres)
Rigid Truck	2.5	12.5	4.3	Lesser of 3.7 or 60 % of wheelbase
Special Purpose Vehicle (e.g. Mobile Crane)	2.5	12.5	4.3	Lesser of 3.7 or 60 % of wheelbase
Rigid Truck and Dog Trailer	2.5	19.0	4.3	Lesser of 3.7 or 60 % of wheelbase
Rigid Truck and Pig Trailer	2.5	19.0	4.3	Lesser of 3.7 or front loading space
Articulated Vehicle	2.5	19.0	4.3	Lesser of 3.7 or 60 % of "S" dimension
Articulated Vehicle Double Deck Cattle Transporter	2.5	19.0	4.6	As above
Articulated Vehicle Double Deck Car Transporter	2.5	25.0	4.6	4.9 to the rear of the rear most vehicle
Road Train	2.5	53.5	4.3	Lesser of 3.7 or 60 % of wheel base
B-double	2.5	*20.6	4.3	As Above

Note:

i. Pig Trailers – refer Figure 1, Dog and Semi Trailers – refer Figure 2

ii. All dimensions include vehicle/combinations and its load.

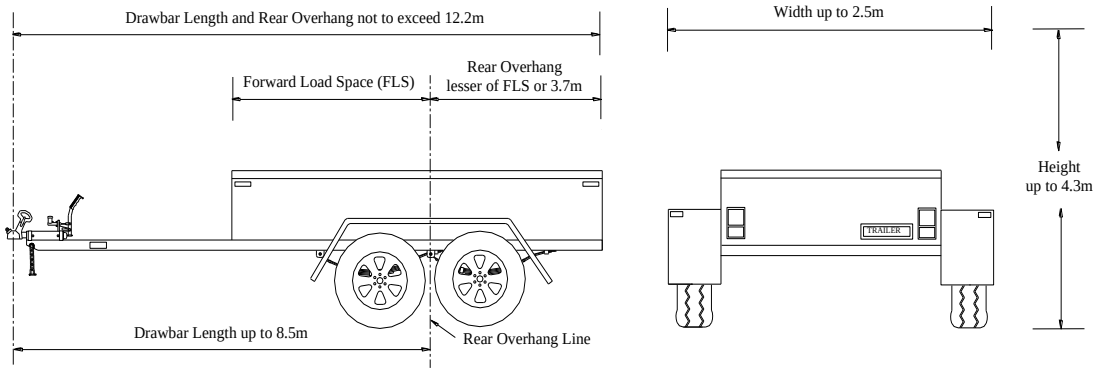
iii. As dimension limits may change from time to time, it is incumbent on the operator to check the relevant legislation.

iv. 20.6m B-double length is measured from the king pin on the lead trailer to the rear. There is no overall length requirement to enable better utilisation of prime mover fleets.

v. NT Gazette Notices – see Appendix A

- B-double length exemption – 20.6m from king pin lead to rear trailer
- Aggregate Spreader Box width exemption – up to 3.0m
- Mechanical Tarping and Safety Harness Systems width exemption – up to 2.6m
- 14.6m Semi Trailer component and overall combination length exemption
- 4.6m Semi Trailer height exemption

Figure 1: Length of a Pig Trailer



Note:

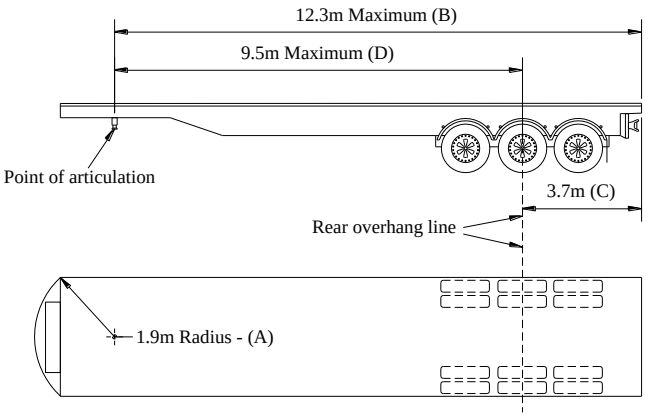
i. Rear Overhang must not exceed Forward Load Space (FLS) or 3.7m – whichever is the lesser.

ii. Drawbar length, Forward Load Space (FLS) and Rear Overhang must be measured from the rear overhang line.

iii. Drawbar length is measured from the point of articulation on the tow coupling.

iv. Overall length, including load and equipment, not to exceed 12.5m

Figure 2: Length of a Dog Trailer and Semi Trailer



Maximum standard dimensions of a semi-trailer

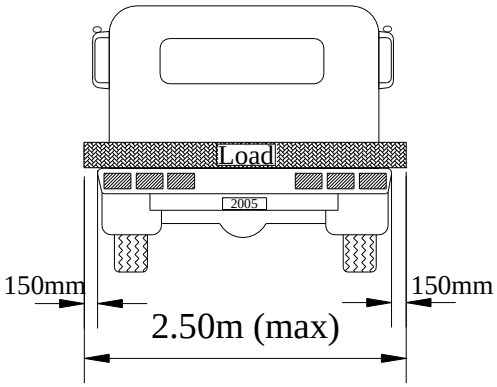
Table 2: Maximum Standard Dimensions of a Dog Trailer and Semi Trailer

DIMENSION	LENGTH (m)	DESCRIPTION
A	1.9	Maximum radius from point of articulation – forward projection
B	12.3	Maximum length from point of articulation to rear of trailer
C	3.7	Maximum rear overhang must not exceed, the lesser of 60% of the wheel base or 3.7 metres
D	9.5	Maximum dimension from point of articulation to the centre of axle group “S” dimension
Livestock Trailer	12.5	Maximum length inside trailer from wall to wall

1.3. MAXIMUM STANDARD FRONT AND SIDE PROJECTIONS

The loading or equipment of a vehicle or vehicle combination shall not project more than 1.2 metres to the front or more than 150 millimetres from the outermost part of either side of the vehicle.

Figure 3: Front and Side Projections



1.4. REAR PROJECTIONS

The rear of a load on a vehicle is to carry a warning signal if the load:

i. Projects more than 1.2 metres behind the vehicle;

ii. Projects to the rear of the vehicle so that the end of the load cannot be seen easily from behind; or

iii. Is on a pole-type trailer.

Note:

i. In daylight, the warning signal referred to is to be a brightly coloured flag or piece of material with each side at least 300mm long.

ii. At night, the warning signal referred to is to be a red light that can be seen for 200 metres.

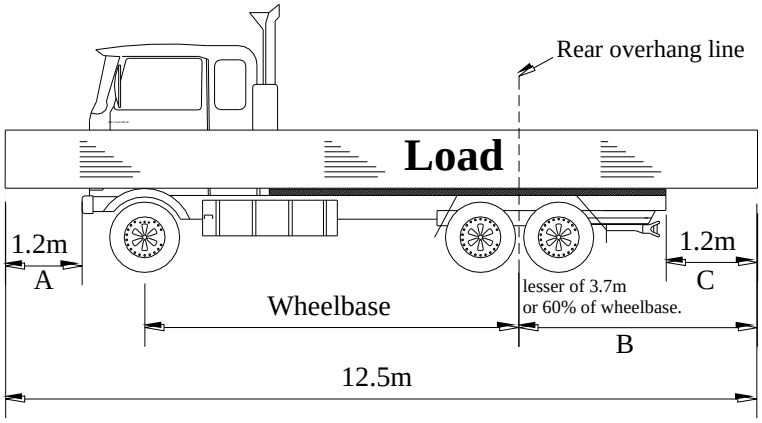
iii. Any rear projections must not exceed legal rear overhang dimension.

1.5. REAR OVERHANG

Rear overhang is the distance measured at right angles between the rear overhang line of a vehicle and the rear of the vehicle or any load it is carrying.

The rear overhang of a vehicle shall not exceed the lesser of 60% of the shortest distance between the centre of the foremost front axle and the rear overhang line (wheelbase) or 3.7 metres.

Figure 4: Rear Overhang, Forward and Rearward Projecting Load Limits



Note:

A: Front projection limit

B: Rear overhang limit

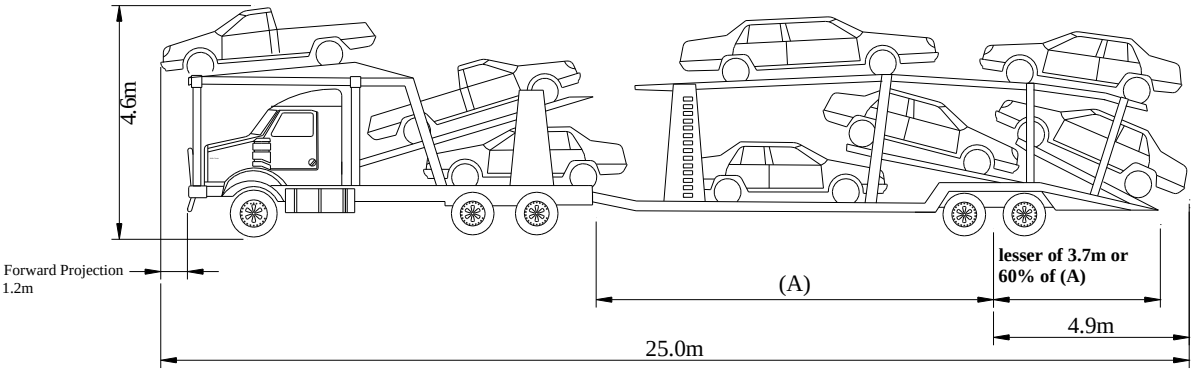
C: Maximum rear projection of a load allowed without a warning signal (provided rear overhang is not exceeded)

1.6. DANGEROUS PROJECTIONS

A load on a vehicle is not to project in a way that is dangerous to a person or to property - even if all dimension and warning requirements are met.

1.7. MAXIMUM STANDARD DIMENSIONS OF A LOADED CAR CARRIER

Figure 5: Maximum Dimensions for Loaded Car Carrier



1.7.1. Height

The height of a vehicle that is carrying vehicles on more than one deck and its load is not to exceed **4.6 metres**.

1.7.2. Rear Overhang

The distance measured at right angles between the rear overhang line of a trailer carrying vehicles on more than one deck and the rear of the rear-most vehicle on the trailer is not to exceed **4.9 metres**.

1.7.3. Forward Projection

The load on a car carrier must not project more than **1.2 metres** to the front of the vehicle.

1.7.4. Length

The overall length for a combination, except a road train, designed to carry vehicles on 2 or more partly or completely overlapping decks is not to exceed **25.0 metres**.

1.8. LEGAL MAXIMUM MASS LIMITS

Table 3: Maximum Mass Limits

Description of axle or axle group *(axle spacing not greater than 1.2m apart)*	**Mass Limit** (tonnes)
Single axles and single axle groups *(min 1 axle with 1m max distance between extreme axles)*	
Single steer axle on a motor vehicle	6.0
Single axle or single axle group fitted with single tyres with section width of: (a) less than 375 mm (b) at least 375 mm but less than 450 mm (c) at least 450 mm	 6.0 6.7 7.0
Single axle or single axle group fitted with dual tyres on: (a) a pig trailer (b) a bus licensed to carry standing passengers (c) any other vehicle	 8.5 10.0 9.0
Twin steer axle groups	
Twin steer axle group without a load-sharing suspension system	10.0
Twin steer axle group with a load-sharing suspension system	11.0
Tandem axle groups *(min 2 axles with max distance between extreme axles > 1m & ≤ 2m)*	
Tandem axle group fitted with single tyres with section width of: (a) less than 375 mm (b) at least 375 mm but less than 450 mm (c) at least 450 mm	 11.0 13.3 14.0
Tandem axle group fitted with single tyres on one axle and dual tyres on the other axle	13.0
Tandem axle group fitted with dual tyres on: (a) a pig trailer (b) any other vehicle	 15.0 16.5
Tri-axle groups *(min 3 axles with max distance between extreme axles > 2m & ≤ 3.2m)*	
Tri-axle group on a vehicle fitted with single tyres with section width of less than 375 mm on all axles or single tyres on one or 2 axles and dual tyres on the other axle or axles	15.0
Tri-axle group on a pig trailer with either single tyres with section width of at least 375 mm, dual tyres on all axles or a combination of those tyres	18.0
Tri-axle group on a vehicle, other than a pig trailer, with either single tyres with section width of at least 375 mm, dual tyres, or a combination of those tyres	20.0
Quad axle groups *(min 4 axles with max distance between extreme axles > 3.2m & ≤ 4.9m)*	
Quad-axle group fitted with single tyres with section width of less than 375 mm	15.0
Quad-axle group fitted with single tyres with section width of at least 375 mm or dual tyres	20.0
Other axle groups	
Any other axle group not specifically referred to in this Schedule	20.0
Axle groups fitted with complying road friendly suspension – *(each axle group fitted with dual tyres)*	
Tandem axle group Tri-axle group	17.0 22.5

Note:

Steer axle mass of 6.5 tonnes is permitted on any appropriately rated truck of 15 tonne GVM or over subject to complying with specific engine emissions, underrun protection and cabin strength requirements – refer NT Gazette Notices – Appendix A

1.9. AUTHORITY TO ISSUE A PERMIT OF EXEMPTION

Provisions to grant exemptions for road travel outside legal limits outlined in "**Legal Dimension Limits**" and "**Legal Maximum Mass Limits**" are provided under the *Motor Vehicles Act* (Section 59).

Permits of exemption may be issued subject to consideration of the following principles:

i. The preservation of safety and convenience of all road users and the community;

ii. The need to protect the road and bridge assets from structural damage;

iii. The designed capability/suitability of the vehicle to carry the load;

iv. Equity to all sectors and individual operators of the Transport Industry

v. Acceptable environmental impacts; and

vi. The divisibility of the load.

1.10. EXEMPTION BY PERMIT

Exemption by "Permit" means that a written authority is prepared and issued, subject to specified conditions, to allow for the movement of oversize and overmass vehicles and loads on public roads in the NT.

The ability to reduce the size of the load or transport the load on a more appropriate vehicle must be considered prior to the issue of a Permit of Exemption.

This written authority is known as a "**Permit**" and details all the terms and conditions, under which the exemption will apply. The permit **must be carried** in the vehicle when operating the vehicle subject to the exemption, so the driver is fully aware of all the terms, conditions and restrictions specified.

The previous issue of a Permit of Exemption for the movement of the same or similar load/vehicle type does not set precedence - each application is assessed on its merits.

1.11. INDIVISIBLE LOADS (DIVISIBILITY OF LOADS)

As a basic principle, all vehicle loads should be transported within the legal mass and dimension limits.

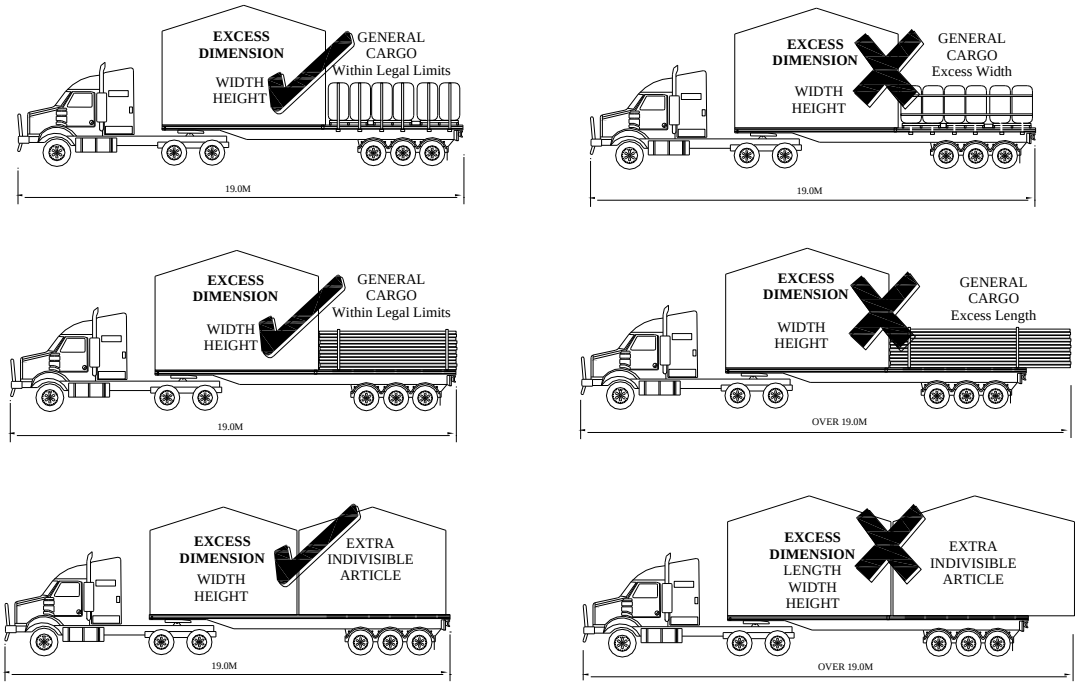
It follows, therefore, that permits for over-dimensional and/or excess mass vehicles/loads shall only be issued for indivisible items loaded at their minimum dimensions.

An indivisible item means “an item which cannot, without disproportionate effort, expense or risk of damage, be divided into two or more loads for the purpose of transport on public roads.”

You may transport more than one indivisible item either side by side, one behind the other or one on top of the other provided the legal dimension or mass limits are not exceeded.

A vehicle or combination carrying a special purpose vehicle (plant and machinery) may be permitted to carry any equipment, tools, substances or detached parts to be used in conjunction with the vehicle being carried (buckets, blades, etc).

Figure 6: Divisibility of Loads



1.12. VEHICLE REQUIREMENTS

Permit loads must be carried on an appropriate vehicle which provides for the load to be carried safely and at the minimum practical overall dimensions. The suitability of a vehicle is assessed using the following criteria:

1.12.1. Height

For vehicle stability, the centre of gravity of the load shall be kept as low as possible.

To minimise problems with overhead obstruction (i.e. overhead wires, bridges, signs, etc) the overall height of the load shall be kept as low as possible.

Where the height of the loaded vehicle exceeds 4.90 metres, a low loader or satisfactory low deck trailer that has a maximum deck height of 1.2 metres is preferred.

1.12.2. Length

For manoeuvrability and overtaking by other vehicles, the overall length shall be as short as practicably possible.

The swept path of a vehicle configuration may be assessed to ensure it can negotiate the route.

Where the rear overhang calculation exceeds the legal limits, the appropriate vehicle must be used to reduce the rear overhang (e.g. an extendable semi trailer should be used when the rear overhang on a semi trailer exceeds 3.7 metres).

1.12.3. Width

For manoeuvrability and to minimise the probability of conflict with road side furniture, trees, signs and to reduce overtaking problems for other vehicles, loads should be carried at the minimum practicable width.

For stability, the centre of gravity of the load should be kept as low as possible and the vehicle configuration is assessed to ensure that the vehicle's axle group widths are wide enough to support the load.

For loads wider than 5.0 metres, a low loader or low deck trailer that has a maximum deck height of 1.2 metres is preferred.

1.13. MANUFACTURERS RATINGS AND GROSS VEHICLE MASS (GVM), GROSS COMBINATION MASS (GCM) AND AGGREGATE TRAILER MASS (ATM)

A permit shall not be issued where the mass applied for exceeds any vehicle manufacturer's ratings – such as GVM, GCM or ATM.

1.14. PERMIT APPLICATIONS

A written application for a permit can be made by completing the Form (VS6) "**Oversize/Overmass Permit Application**" and emailed, faxed or posted to MVR Permits Department of Transport (DoT) – see Section 4, Permits Administration.

Applications are processed in order of receipt.

Table 4: Prior Notification Required

	Load / Dimension	**Prior Notice** (minimum)
1	All Oversize / Overmass Permit Applications (except for item 2 or item 3)	24 hours
2	Width Greater than 5.0 metres	Seven (7) days
3	Width Greater than 7.5 metres	Up to twenty eight (28) days

1.15. APPLICANT'S RESPONSIBILITY

It is the applicant's responsibility to:

i. Complete the permit application form ensuring all details are correct prior to seeking any authorisation from relevant authorities;

ii. Seek approvals from relevant authorities (PowerWater, Police, etc) and submit the signed authorisation to Permits Section in sufficient time to allow a permit to be produced;

iii. Investigate the proposed route to ensure no damage will result and no undue obstruction will be caused to other road users;

iv. Prepare and provide a load movement plan – where applicable;

v. Ensure that only accredited pilots/escorts are used where they are called for; and

vi. Abide by all conditions as stated in the permit.

1.16. EXCEPTION TO THE GUIDELINES

Due to the varied nature of permit loads and the industries which the road system serves, it is not possible for these guidelines to anticipate every permit operation.

Where the guidelines do not provide for a specific activity or the applicant or Permits Officer considers that special circumstances exists, a detailed written submission of the intended move must be provided with the permit application.

The submission may require one or more of the following:

i. Detailed traffic management plan – complying with the Australian Standards (AS 1742) – designed and supervised by persons who have passed a nationally accredited course for Traffic Management (subject to Competent Authority requirements);

ii. Route survey and assessment report;

iii. Details of contingencies in the event of equipment failure;

iv. Details of public advertising of the move;

v. Details of advice to emergency services (Police, Fire, Ambulance) and coach/bus companies.

1.17. APPROVALS FROM AUTHORITIES

Where the width of the load exceeds 5.0 metres and or the height exceeds 4.9 metres, authorisation from relevant authorities is required. It is the applicant's responsibility to obtain the clearances and return the completed form to the Permits Section. Subject to approvals, the permit may then be issued or rejected.

Where there is a requirement to seek authorisation from an authority such as PowerWater, it is the applicant's responsibility to apply via the permit application form (VS6). Where the load carried is in excess of 7.5 metres in width, the application must also be sent to the Permits Section in the first instance.

1.17.1. PowerWater

Where the height of the vehicle/load exceeds 4.9 metres, approval from PowerWater is required. Depending on route of travel a PowerWater escort may be required. PowerWater requirements will be noted on the permit.

1.17.2. Telstra

Where the height of the vehicle/load exceeds 4.9 metres, approval from Telstra is required.

1.17.3. Rail

If the route of travel of the oversize vehicle /combination requires the crossing of a railway level crossing, the railway owner or accredited railway operator may require notification.

1.17.4. NT Police

Where the width of the load is equal to or greater than 12 metres Police approval is mandatory.

Note:

i. Police escorts may be required where the width of the load is less than 12 metres such as wide loads at night or wide loads in critical areas i.e. urban environments.

ii. The permit applicant will be notified as to Police involvement as a part of the permit approval process. Movement of the load will be subject to Police operational requirements and availability.

1.17.5. Local Council

Where the width of the load exceeds 6.0 metres, depending on route of travel, approval is required from one or more of the following councils:

i. Palmerston City Council;
ii. Katherine Town Council;
iii. Barkly Shire Council (Tennant Creek);
iv. Alice Springs Town Council; and/or
v. Litchfield Shire Council.

Note:

i. Where the route of travel remains on the Stuart Highway straight through towns, Katherine (Katherine Terrace), Tennant Creek (Paterson Street) and Alice Springs (Stuart Highway), local council approval is not required.
ii. Where the width of the load exceeds 5.0 metres, depending on route of travel, approval is required from the City of Darwin Council.

1.17.6. Building Certifier

Approval from a registered building certifier is required for the demolition or removal of a building. This approval is required for all house moves.

1.17.7. NT Government – Road Operations

Where the width of a load exceeds 7.5 metres or the height exceeds 5.0 metres the application is assessed case by case. The permit applicant will be required to provide a risk assessment which will identify and mitigate those risks to an acceptable level whilst travelling on NTG roads. Risks include but are not limited to:

i. squeeze points;
ii. wrong side of the road travel;
iii. restricted road widths;
iv. congestion management;
v. travel in high traffic volumes;
vi. travel in built up areas;
vii. work sites along route;
viii. clashes with events and
ix. travel during inclement weather conditions.

The risk assessment and supporting traffic control diagrams (if required) shall be designed in consultation with the applicant, by an appropriately NT accredited traffic management plan designer (WZ1) refer - https://nt.gov.au/driving/management/work-zone-traffic-management-qualifications

A signed statement from the applicant and plan designer is to support the risk assessment and Traffic Control Diagrams (TCDs). This includes advising all risks were identified due to a route inspection prior to approval.

Approved permit holders will be required to record footage using a high quality HD recording device. The devices are to be fitted within the prime mover and rear pilot/escort vehicle. The footage is to be stored for 6 months after the move and be made available upon request to Police, Transport Inspectors and Road Operations Officers.

The applicant shall submit the above details a minimum of 28 days prior to the anticipated departure date. Risk assessment, TCDs, statement and application to be provided together in one application.

1.18. ASSESSMENT OF THE PERMIT APPLICATION

Over-dimensional and overmass loads require consideration of the width, alignment and impact on the roads and bridges, traffic conditions and proximity of roadside and overhead obstacles. These conditions will vary widely throughout the NT and, therefore, so will the conditions imposed on the permit for travel.

The assessment process, therefore, requires consideration of many factors and it may be necessary to evaluate a number of routes. It should not be assumed that a permit will be assessed only on the basis of the information provided with the application or that the issuing of a permit consists merely of producing a permit document. The production and issue of the permit is the end result of the assessment process.

1.19. THE PERMIT

1.19.1. Printed Permits

Computer generated permits are issued for all types of permits and are available as period/general permits or specific permits.

1.19.2. Handwritten Permits

Hand written permits contain the same detail as the printed permit and generally will be issued as a result of roadside enforcement activity.

1.19.3. Faxed and Emailed Permits

Faxed and emailed permits are generally issued for a specific trip or to enable vehicles to continue operation under the permit system - pending the preparation and collection of an annual computer printed permit.

Faxed and emailed permits generally are only valid for a maximum of one (1) month or as noted on the permit.

1.20. INSPECTION OF PERMIT VEHICLES AND LOADS

Permit operations may stretch the capacity of the road systems to the limit. To ensure safe vehicle operating conditions and to protect the road and bridge systems, inspection and weighing of permit vehicles and loads may be required.

Depending on the circumstances, inspections and weighing may be required as part of the assessment process prior to the issue of a permit, at the commencement of a permit move or during the permit operation.

1.21. GENERAL CONDITIONS

All permits are issued subject to general conditions which are printed in detail on the back of the permit document. Some specific conditions may be noted on the face of the permit.

Where there is a need to remove roadside furniture or other infrastructure, the item(s) must be reinstated to its original condition and to the satisfaction of the relevant authority.

i. Acceptance of the permit by the permit holder shall be deemed to be acceptance of all of the conditions of the permit.

ii. The permit is issued on the express condition that the limitations specified shall not be exceeded.

iii. The permit MUST be carried in the permit vehicle at all times and be produced when required by a Transport Inspector or Police Officer.

iv. The permit may be cancelled or revoked at any time.

v. The permit will become void if ANY condition of the permit is exceeded or breached.

1.22. PRINCIPLE ROUTES FOR PERMIT VEHICLES

The Department has established a network of principle routes throughout the NT for the movement of oversize vehicles/loads.

Maps detailing these routes are attached to this guideline - refer Appendix B.

Permit vehicles are required to use these routes when specified.

1.23. COST RECOVERY OF DAMAGED ASSETS

Where a permit holder causes undue damage to infrastructure or fails to reinstate temporarily removed assets (e.g. posts, signs, etc) to the satisfaction of the Department, cost recovery for all rectification works will be sought from the permit holder.

Section 2

PERMIT CLASSIFICATION AND TYPES

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2.1. INTRODUCTION

Permits are classified in accordance with the level of control required over:

i. Time of travel;
ii. Route selection;
iii. Operating conditions, and
iv. Whether the permit is a single trip/specific permit or a period/general permit.

2.2. TRIP / SPECIFIC PERMIT

A trip or specific permit is generally issued as a single trip permit for a specific vehicle to carry a specific load in excess of legal dimension or mass limits over a specified route.

2.3. PERIOD / GENERAL PERMIT

A period or general permit is issued for frequent trips for a specific vehicle where the vehicle or load is in excess of legal dimension or mass limits.

2.4. OVER-DIMENSION

An over-dimension permit is required if the vehicle and/or load exceeds the legal dimension limits as specified in **Table 1**, **Table 2** and the **AVSRs**.

2.5. OVERMASS

An overmass permit is required if the vehicle and/or load exceeds the legal axle mass limits as specified in the **MV(S)Rs** and **Table 3**.

Note:

A permit may be issued as a single permit for both over-dimension and overmass - where applicable.

2.6. LIMITS FOR OVER-DIMENSION (PERIOD / GENERAL) PERMITS FOR LOAD CARRYING COMBINATIONS

The limits up to which over-dimensional permits may be issued for load carrying combinations are set out in **Table 5** and vary in accordance with permit classifications.

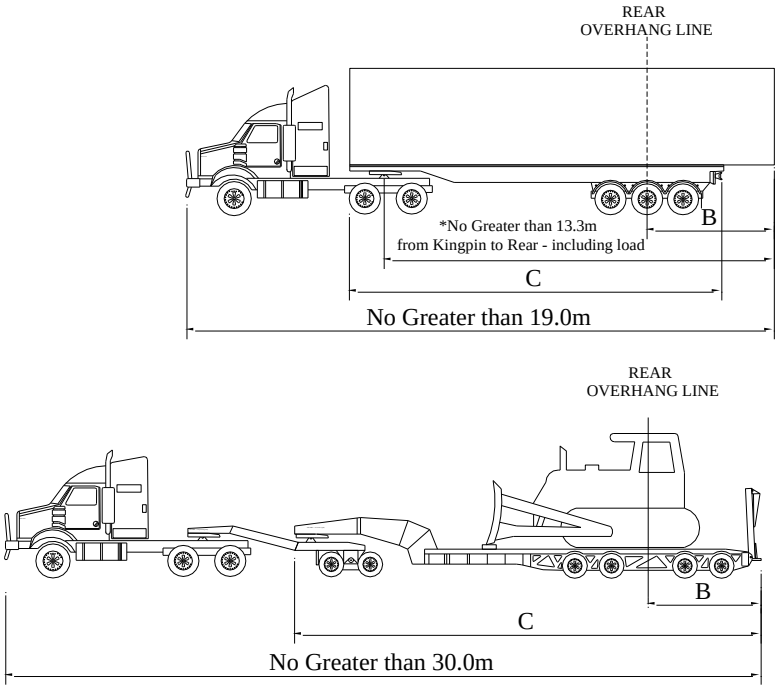
Table 5: Dimension Limits for Load Carrying Combinations Period/General Permits

Permit Classification	Height	Length	Width	Rear Overhang
Period Permit/General:				Period Permit – Within Legal Limits (WLL). General (single trip) Permit - Lesser of 5.50m or 25% of the semi trailer's overall length.
Low loaders	4.90m	30.0m	4.50m	
Flat tops	4.90m	53.5m*	3.50m	
In configuration:				
(Triple)	4.90m	53.5m*	3.20m	
(Double)	4.90m	53.5m*.	3.50m	

Note:

*Length requirement refers to overall length of combination

Figure 7: Length Dimension Limits for Load Carrying Combinations



Note:

i. *No overall length requirement - refer **Section 4.8**

ii. Rear Overhang "B" – no greater than the lesser of 5.5m or 25% of "C"

An example of special permit conditions for load carrying combinations is provided in **Table 6**.

Table 6: Special Conditions

A	**Special conditions for the Transport of over-length containers or demountables**	B	**Special conditions for the transport of l5m and18m lengths of steel**
A1	The minimum trailer to be used is a 13.7m (45ft) one	**B1**	The minimum trailer to be used is a 13.7m (45ft) one
A2	The king pin radius dimension of 1.9m is not to be exceeded for containers	**B2**	The rear overhang dimension of 4.8m is not to be exceeded
A2a	The king pin radius dimension of 2.5m is not to be exceeded for demountables	**B3**	The Projecting load dimension of 2.4m is not to be exceeded
A3	The rear overhang dimension of 3.7m is not to be exceeded	**B4**	Not to exceed 21m as a single articulated vehicle
A4	*As a single articulated vehicle, not to exceed 13.3 m from the king pin to the rear, including the load	**B5**	Only to be in a triple combination and loaded on the middle trailer only
A5	Any trailer used as a last trailer, must have complying rear bumper and lighting at the rear of the load	**B6**	If an extendable trailer is used, it must be opened out to minimise projecting load and rear o/hang
*	Note: No restriction on overall combination length as a single articulated vehicle	*	The steel is to be loaded in the centre of the trailer (at all times)

2.7. LIMITS FOR OVER-DIMENSION (TRIP / SPECIFIC) PERMITS FOR LOAD CARRYING COMBINATIONS

Where trip/specific over-dimensional limits for load carrying combinations exceed the limits in **Table 5**, permit applications are subject to individual assessment.

Where a load bearing trailer (low loader of platform) has multiple axle groups spaced along the load bearing length of the trailer, rear overhang is measured from the centre of the rearmost axle.

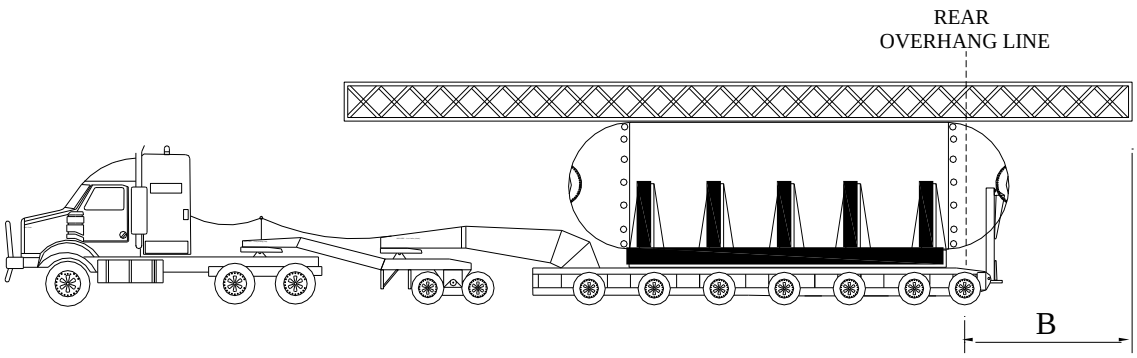
An axle group means:

	Axle Group Type			
	Single	**Tandem**	**Tri-axle**	**Quad**
Minimum number of axles	1	2	3	4
Minimum distance between extreme outer axles	-	>1m	>2m	>3.2m
Maximum distance between extreme outer axles	1m	2m	3.2m	4.9m

Note:

For the purpose of determining the type of axle group, axle spacings within an axle group must not be greater than 1.2m apart.

Figure 8: Rear Overhang for Load Carrying Combinations (non semi trailers)



Note:

Rear Overhang “B” measured from the centre of the rearmost axle

2.8. LIMITS FOR OVERMASS (PERIOD / GENERAL) PERMITS FOR LOAD CARRYING COMBINATIONS

A period/general overmass permit for load carrying combinations may be issued in accordance with the axle configuration set out in **Table 7**.

Note:

When transporting indivisible load/s on multi-combination vehicles (i.e. Road Train or B-double), all axle group mass, except steer axle mass, must be within legal limits.

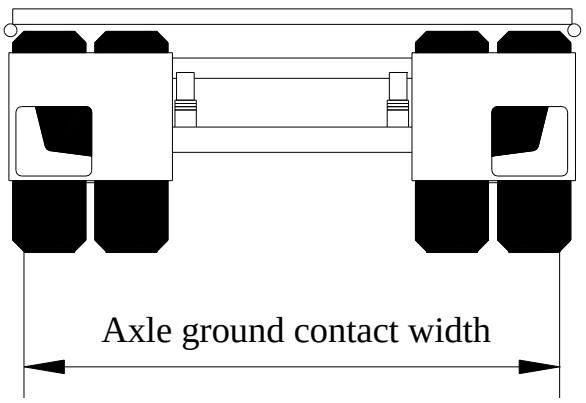
Table 7: Axle Group Mass Limits for Period/General Permits – Load Carrying Combinations

	Number of Axles & Axle Spacing in Axle Group (measured from centre lines)					
	2 Axles	3 Axles	3 Axles	4 Axles	4 Axles	5 Axles
	At least 1.2m apart	At least 1.2m apart	At least 1.8m apart	At least 1.2m apart	If front 2 and rear 2 axles are at least 1.2m apart, and middle 2 axles are at least 2.4m apart	At least 1.2m apart
Overall Ground Contact Width at least 2.4m apart	**Axle Group Mass Limits for 4 Tyred Axles** (tonnes)					
	18.5	25.0	27.0	30.0	35.0	
Overall Ground Contact Width at least 2.4m apart but less than 2.6m	**Axle Group Mass Limits for 8 Tyred Axles** (tonnes)					
	21.0	25.0	27.0	30.0	35.0	

Note:

i. **Table 7** based on National Road Transport Commission (NRTC) "Recommended Conditions for Permit Travel – 1994" group

ii.



2.9. LIMITS FOR OVERMASS (TRIP / SPECIFIC) PERMITS FOR LOAD CARRYING COMBINATIONS

The limits up to which trips/specific overmass permits for load carrying combinations may be issued are set out in **Table 8** and vary in accordance with the axle configuration and route of travel.

Table 8: Axle Group Mass Limits for Trip/Specific Permits -Load Carrying Combinations

		Number of Axles & Axles Spacing in Axle Group (measured from centre lines)					
		2 Axles	3 Axles	3 Axles	4 Axles	4 Axles	5 Axles
		At least 1.2m apart	At least 1.2m apart	At least 1.8m apart	At least 1.2m apart	If front 2 and rear 2 axles are at least 1.2m apart, and middle 2 axles are at least 2.4m apart	At least 1.2m apart
		Axle Group Mass Limits for 4 Tyred Axles (tonnes)					
Overall Ground Contact Width at least 2.4m apart		18.5	25.0	27.0	30.0	35.0	
Contact Width At least	Less than	Axle Group Mass for 8 Tyred Axles (tonnes)					
2.4	2.6	21.0	25.0	27.0	30.0	35.0	35.0
2.6	2.7	21.0	26.0	29.0	31.5	36.0	36.0
2.7	2.8	21.0	27.0	31.0	33.0	37.0	37.0
2.8	2.9	22.0	28.0	33.0	34.0	39.0	39.0
2.9	3.0	23.0	29.0	34.5	35.0	40.0	40.0
3.0	3.1	24.0	30.0	36.0	36.0	41.0	41.0
3.1	3.2	25.0	31.0	37.5	37.5	42.0	42.0
3.2	3.3	26.0	32.0	39.0	39.0	43.5	43.5
3.3	3.4	27.0	33.0	40.0	40.0	44.5	44.5
3.4	3.5	27.5	34.0	41.0	41.0	46.0	46.0
3.5	3.6	28.0	35.0	42.0	42.0	47.0	47.0
3.6	3.7	28.5	36.0	43.0	43.0	48.0	48.0
3.7	3.8	29.0	37.0	44.0	44.0	49.0	49.0
3.8	3.9	30.0	38.0	45.0	45.0	50.0	50.0
3.9	4.0	30.5	39.0	46.0	46.0	51.0	51.0
4.0	4.1	31.0	40.0	47.0	47.0	52.0	52.0
4.1	4.2	31.0	40.0	48.0	48.0	53.0	53.0
4.2	4.3	31.0	40.0	48.0	49.0	54.0	54.0
4.3	4.4	31.0	40.0	48.0	50.0	55.0	55.0
4.4	4.5	31.0	40.0	48.0	51.0	56.0	56.0
4.5	4.6	31.0	40.0	48.0	52.0	57.0	57.0
4.6	-	31.0	40.0	48.0	52.5	57.5	57.5

Note:

Table 8 based on National Road Transport Commission (NRTC) "Recommended Conditions for Permit Travel 1994"

2.10. LOAD PLATFORMS AND MODULES SINGLE TRIP PERMITS

2.10.1. Permitted Mass Limits

The tables for load platforms and modules show total mass limits. Axle mass limits may be obtained by dividing the total mass by the number of axles.

2.10.2. Single Trip Permit Mass Limits

Load platform operating under single trip permits must not exceed the mass limits specified in **Tables 9** and **Table 10**.

Standard conditions include:

i. Travel on centreline of all bridges;
ii. Speed not to exceed 5kph;
iii. Only truck on bridge.

Table 9: Load Platforms and Modules with 8 tyres per Axle and 1.6m Axle Spacing (Single Trip Permit Total Mass Limits)

Platform Ground Contact Width (m)		**Number of Axles at 1.6 m Axle Spacing**					
		5	6	7	8	9	10
At least	**Less than**	**Maximum Total Mass of Platform** (tonnes)					
3.4	3.5	57.5	69.0	80.5	92.0	103.5	115.0
3.5	3.6	62.0	74.4	86.8	99.2	111.6	124.0
3.6	4.0	66.5	79.8	93.1	106.4	119.7	133.0
4.0	-	66.5	79.8	93.1	106.4	119.7	133.0

Table 10: Load Platforms and Modules with 8 tyres per Axle and 1.8m Axle Spacing (Single Trip Permit Total Mass Limits)

Platform Ground Contact Width (m)		**Number of Axles at 1.8 m Axle Spacing**					
		5	6	7	8	9	10
At least	**Less than**	**Maximum Total Mass of Platform** (tonnes)					
3.4	3.5	65.0	78.0	91.0	104.0	117.0	130.0
3.5	3.6	70.0	84.0	98.0	112.0	126.0	140.0
3.6	4.0	75.0	90.0	105.0	120.0	135.0	150.0
4.0	-	75.0	90.0	105.0	120.0	135.0	150.0

2.11. LOAD CARRYING COMBINATIONS SPECIAL ASSESSMENT

Where the axle mass exceeds the limits specified in **Table 7** and **Table 8**, or the axle configuration is not described, the application is subject to special assessment.

2.12. MINIMUM MASS ON A TANDEM DRIVE AXLE GROUP

Where prime movers are operating under a permit of exemption and connected to a low loader dolly or a low loader or operating as a pusher or block truck, the mass on the prime mover tandem drive axle group shall be at least 14 tonnes.

2.13. MINIMUM MASS ON A TRI-DRIVE AXLE GROUP

Where prime movers are operating under a permit of exemption and connected to a low loader dolly or a low loader or operating as a pusher or block truck, the mass on the prime mover tri drive axle group shall be at least 18 tonnes.

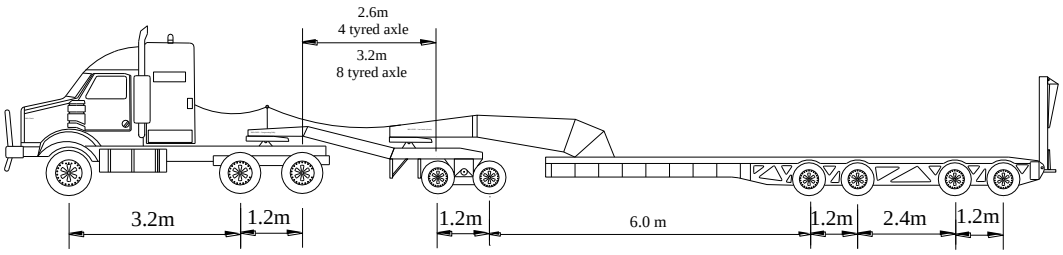
2.14. PUSHER OR BLOCK TRUCKS

In the case of pusher or block trucks, the combined GCM of any trucks used must meet or exceed the GCM of the overall combination.

2.15. MINIMUM AXLE DISTANCES FOR COMBINATIONS

To obtain the permitted mass as per **Table 7** and **Table 8**, minimum axle spacings, as detailed below, are to be maintained.

Figure 9: Minimum Axle Distances for Combinations



Note:

4x4 low loader axle groups do not gain an increase in mass when increasing the spread of the low loader

2.16. TOWING A LOW LOADER DOLLY WITH AN UNLADEN LOW LOADER

An unladen low loader must not be towed in a combination with a low loader compensating dolly unless:

i. the combination is closed to minimum dimensions; and

ii. it would be unreasonable to require the dolly to be loaded onto the low loader because of the short distance to be travelled.

2.17. LIMITS FOR OVER-DIMENSIONAL (PERIOD / GENERAL) PERMITS NON - LOAD CARRYING SPECIAL PURPOSE VEHICLES

The limits up to which an over-dimensional permit may be issued are set out in **Table 11** below.

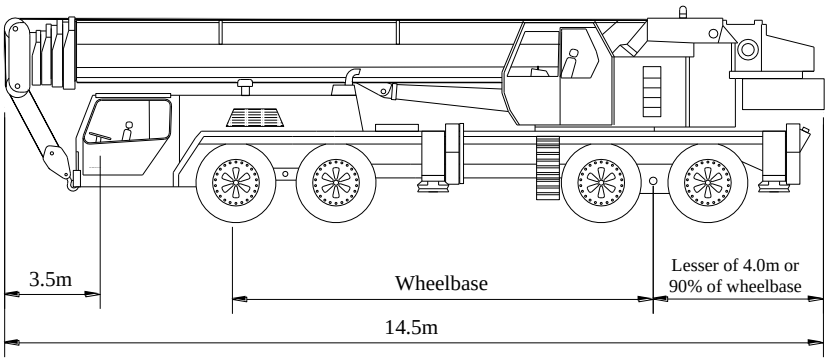
Table 11: Dimension Limits for Period/General Permits - Non-Load Carrying Special Purpose Vehicles

Type of Vehicle Combination	Dimension	Limit (m)
Special Purpose Vehicle	Width	3.5
Special Purpose Vehicle	Height	4.6
Special Purpose Vehicle	Length	14.5
Special Purpose Vehicle	Distance from the rear overhang line to rear of the vehicle	Lesser of 4m or 90% of the wheelbase
Special Purpose Vehicle	Projection in front of the centre of the steering wheel	3.5

Note:

Table 11 based on National Road Transport Commission (NRTC) "Road Transport Reform (Oversize and Overmass Vehicles) – 1995"

Figure 10: Limits for Over-dimensional Non-Load Carrying Special Purpose Vehicles



2.18. LIMITS FOR OVER-DIMENSIONAL (TRIP / SPECIFIC) PERMITS NON-LOAD CARRYING SPECIAL PURPOSE VEHICLES

The limits up to which over-dimensional permits may be issued for non-load carrying special purpose vehicles exceeding the dimensional limits specified in **Table 11** are subject to individual special assessment.

2.19. LIMITS FOR OVERMASS (PERIOD / GENERAL) PERMITS NON-LOAD CARRYING SPECIAL PURPOSE VEHICLES

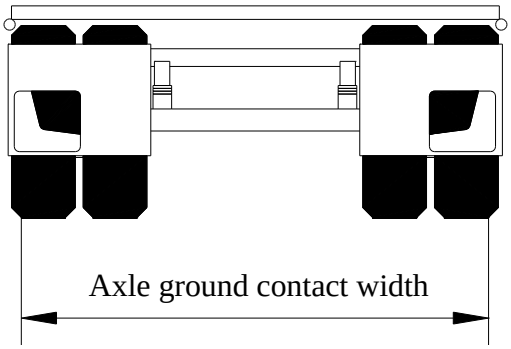
The mass limits on a single axle or axle group (as defined in the **MV(S)R** and described in **Table 12** must not exceed the mass limit specified opposite its description in the table. Axle types and axle groups not mentioned in **Table 12** will be assessed against tyre section width criteria.

Table 12: Mass Limits for Period/General Permits - Non-load Carrying Special Purpose Vehicles

Axle Type / Axle Group	Axle Characteristics	Mass Limit (tonnes)	Additional Mass Considerations
Single Axle	Single Tyres	8.0	Permit conditions apply
	Dual Tyres	12.0	Permit conditions apply
Twin Steer	Non-load Sharing	10.0	Permit conditions apply
	Load Sharing	16.0	Permit conditions apply
Tandem Axle Group	Single Tyres	16.0	Permit conditions apply
	Dual Tyres with axles less than 1.35 metres apart	20.0	Decrease the 20 tonne mass limit by 1.0 tonne for each 100mm by which the axles group's ground contact width* is less than 2.4 metres or
			Increase the 20 tonne mass limit by 1.0 tonne for each 100 mm by which the axle group's ground contact width* exceeds 2.5 metres, up to a maximum of 27 tonnes
	Dual Tyres with axles at least 1.35 metres apart	23.0	Decrease the 23 tonne mass limit by 1.0 tonne for each 100 mm by which the axle group's ground contact width* is less than 2.4 metres or
			Increase the 23 tonne mass limit by 1.0 tonne for each 100 mm by which the axle group's ground contact width* exceeds 2.5 metres, up to a maximum of 28 tonnes
Tri-axle Group	Single Tyres	21.0	Permit conditions apply
	Dual Tyres with axles less than 1.35 metres apart	25.0	Decrease the 25 tonne mass limit by 1.0 tonne for each 100mm by which the axle group's ground contact width* is less than 2.4 metres
	Dual Tyres with axles at least 1.35 metres apart	27.0	Increase the 27 tonne mass limit by 1.0 tonne for each 100 mm by which the axle group's ground contact width* exceeds 2.5 metres up to a maximum of 37 tonnes
			* Refer Figure 11 Axle Ground Contact Width

Figure 11: Axle Ground Contact Width

The following diagram is an aid to describing axle ground contact width in reference to **Table 12**.



2.20. TOTAL MASS LIMITS FOR NON - LOAD CARRYING SPECIAL PURPOSE VEHICLES (PERIOD / GENERAL PERMITS) UP TO 40 TONNE

The gross mass limit of a special purpose vehicle is the lesser of:

i. the gross vehicle mass specified by the vehicle manufacturer;

ii. the sum of the mass allowed for each single axle and/or axle group on the vehicle;

iii. 40 tonnes; or

iv. mass worked out using the following formula **3L+15±G**.

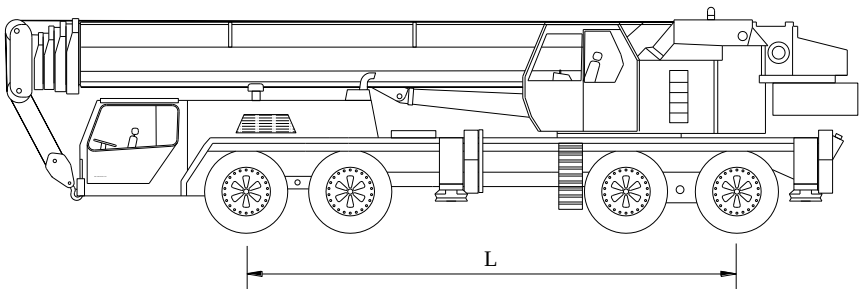
2.20.1. Mass in tonnes = 3L+15±G

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 1 tonne for each 100mm by which the ground contact width of the rearmost axle exceeds 2.5 metres; or

ii. to be subtracted at the rate of 1 tonne for each 100mm by which the ground contact width of the rearmost axle is less that 2.4 metres.

Figure 12: "L" the distance in metres between the centre lines of the vehicle's foremost and rearmost axles.



2.21. MASS LIMITS RELATING TO TYRE WIDTH (SPECIAL PURPOSE VEHICLES)

The mass on an axle fitted with tyres of a number and width described in **Table 13** must not exceed the mass limit specified in the table for that axle in relation to the narrowest tyre on that axle.

Table 13: Mass Limits Relating to Tyre Width for a Single Axle

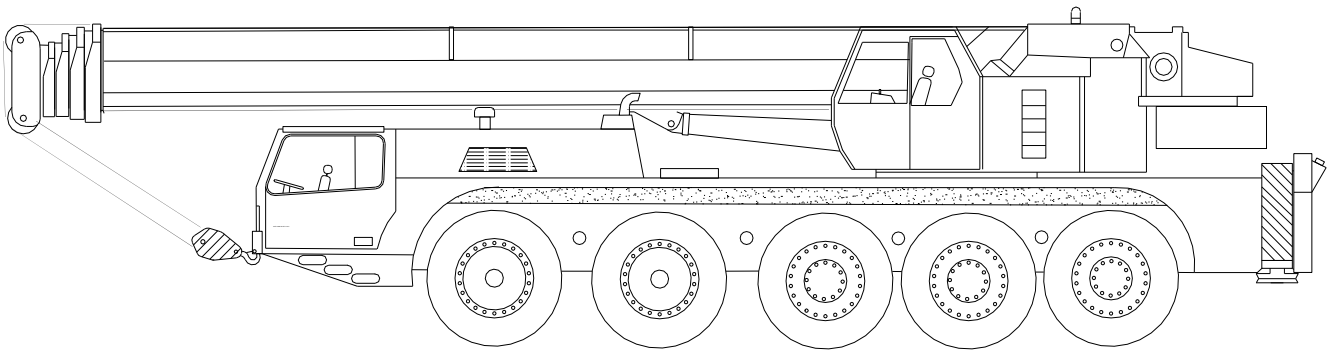
Tyre Width of the Narrowest Tyre on the Axle (mm)		**2 Tyre Axle Mass Limits** (tonnes)	**4 Tyre Axle Mass Limits** (tonnes)
At least	But less than		
190	228	4.5	9.0
228	254	5.0	9.5
254	279	6.0	10.0
279	305	6.5	11.0
305	330	7.0	12.0
330	356	7.5	13.0
356	381	8.0	14.0
381	406	9.0	14.0
406	458	10.0	14.0
458	508	11.0	14.0
508	-	12.0	14.0

Note:

i. Where a single axle mass limit exceeds a mass limit specified in **Table 13**, the application is subject to special assessment.

ii. **Table 13** based on National Road Transport Commission (NRTC) "Road Transport Reform (Oversize and Overmass Vehicles) – 1995"

Figure 13: Typical Special Purpose Vehicle Mobile Crane



2.22. MASS LIMITS RELATING TO TYRE WIDTH FOR SINGLE AXLE GROUPS (SPECIAL PURPOSE VEHICLES)

The mass on an axle group fitted with tyres of a number and width described in **Table 14** must not exceed the mass limit specified in the table for that axle in relation to the narrowest tyre on that axle.

Table 14: Mass Limits Relating to Tyre Width for Single Axle Group

Tyre Width of the Narrowest Tyre on the Axle (mm)		**4 Tyre Tandem Axle Group Mass Limits** (tonnes)	**6 Tyre Triaxle Group Mass Limits** (tonnes)
At least	But less than		
381	406	16.5	22.0
406	431	17.0	23.0
431	458	17.5	24.0
458	482	18.0	25.0
482	508	18.5	26.0
508	-	19.0	27.0

Note:

Mass limits based on National Road Transport Commission (NRTC) “Road Transport Reform (Oversize and Overmass Vehicles) – 1995”.

2.23. LIMITS FOR (PERIOD/GENERAL) PERMITS FOR AGRICULTURAL VEHICLES

Table 15: Dimension Limits for Period/General Permits – Agricultural Vehicles

Vehicle Type	**Length** (m)	**Width** (m)	**Height** (m)	**Rear Overhang** (m)
Agricultural Vehicle	15.0	6.0	4.6	4.5
Agricultural Implement	15.0	6.0	4.6	8.0
Agricultural Combination	25.0	6.0	4.6	

Table 16: Mass Limits for Period / General Permits – Agricultural Vehicles

Number of Tyres on an Axle	**Mass Limit** (tonnes)
Axle fitted with 2 tyres	9.0
Axles fitted with 4 tyres and a ground contact width less than 2.51m	9.0
Axle fitted with 4 tyres and a ground contact width at least 2.51m but no more than 3.5m	10.5
Axle fitted with 4 tyres and a ground contact width no more than 3.5m	12.0

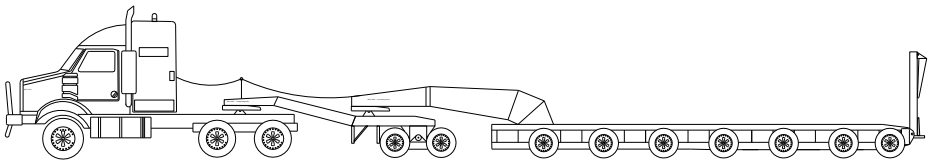
2.24. SPECIAL ASSESSMENT WHERE THE GROSS MASS EXCEEDS 125 TONNES

Where the gross mass of a load carrying combination exceeds 125 tonnes, the permit application is subject to a charging regime.

2.24.1. Example of Fee Calculation

An indivisible load is to be transported (in this example - 1000 km) where the total mass of the combination exceeds 125 tonnes (see diagram). Although this includes the mass of the prime mover, the mass of the prime mover is not included in the calculation charging.

Figure 14: Fee Calculation for Vehicles where the Gross Mass Exceeds 125 Tonnes



Tyres or Rows	2		4	4		8	8		8	8	8	8	8	8	8	
Loaded Mass (Tonnes)	6		18.5			30			80							Total Mass 134.5
ESA / Axle	Prime mover not included when calculating charges (Trailers Only)					2.2	2.2		0.6	0.6	0.6	0.6	0.6	0.6	0.6	Total ESA 8.6

Table 17: Charging Regime

DOLLY	DO THIS
Load mass is 30t and has 2 rows of 8	Average loaded mass (30t ÷ 2 (rows of 8)) = **15t**
Average load per row: refer Table 18 Column 1 of the schedule	Find 15t or more but less than 16t = **2.2** (ESA per row)
RESULT: 2.2 ESA for each row of 8 on the dolly	
PLATFORM	**DO THIS**
Loaded mass is 80t and has 7 rows of 8	Average loaded mass (80t ÷ 7 (rows of 8)) = **11.42t**
Average load per row: refer Table 18 Column 1 of the schedule	Find 11t or more but less than 12t = **0.6** (ESA per row)
RESULT: 0.6 ESA for each row of 8 on the platform	
To calculate the total ESA	Add all the results for each row of 8 2.2 (ESA) x 2 (rows for dolly) = 4.4 0.6(ESA) x 7 (rows for platform) = 4.2 **Total ESA = 8.6**
To calculate the amount owed for the permit, use formula K x 4¢ x N **K** is km to be travelled = 1000km **N** is total ESA = 8.6 ESA	**K x 4¢ x N** 1000km **(K) x 4¢** x 8.6 ESA **(N)** = 34,400¢ $ fee (34,400¢ divide by 100) = $344.00 **Amount due: = $344.00 + Permit Fee**

Table 18: ESA for Rows of Tyres Across Trailers – Trailers with Rows of 8 Tyres

Column 1 Average load per row (tonnes)	Column 2 Equivalent standard axles per row
10 or more but less than 11	0.4
11 or more but less than 12	0.6
12 or more but less than 13	0.9
13 or more but less than 14	1.2
14 or more but less than 15	1.7
15 or more but less than 16	2.2
16 or more but less than 17	2.8
17 or more but less than 18	3.6
18 or more but less than 19	4.6
19 or more but less than 20	5.7
20 or more but less than 21	6.9
21 or more but less than 22	8.4
22 or more but less than 23	10.2
23 or more but less than 24	12.1
24 or more	14.4

Table 19: ESA for Rows of Tyres Across Trailers – Trailers with Rows of 4 Tyres

Column 1 Average load per row (tonnes)	Column 2 Equivalent standard axles per row
5 or more but less than 6	0.1
6 or more but less than 7	0.3
7 or more but less than 8	0.5
8 or more but less than 9	0.9
9 or more but less than 10	1.5
10 or more but less than 11	2.2
11 or more but less than 12	4.6
12 or more	4.6

Section 3

GENERAL CONDITIONS

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3.1. INTRODUCTION

Conditions are applied to all permits to ensure that large vehicles and loads are moved safely, with a minimum of inconvenience to other road users and to ensure any possible damage to the infrastructure is avoided.

It is the responsibility of the permit holder to ensure all conditions are complied with. Non-compliance with a single condition will render the permit null and void.

3.2. TIMES OF TRAVEL

Permits for the movement of over dimensional vehicles/loads may be issued for travel on any day including weekends & public holidays.

Travel is not permitted during the hours of darkness (sunset to sunrise) or during periods of low visibility unless specified on the permit.

3.3. TIMES OF TRAVEL FOR OVERWIDTH VEHICLES / LOADS URBAN AREAS (DARWIN - ALICE SPRINGS)

Table 20: Times of Travel Urban Areas

Type

All vehicles/loads in excess of 2.5 metres wide

Exceptions (refer Table 21):

a) Carrier-mounted mobile cranes up to 3.1 metres wide and up to 14.5 metres long

b) Unladen low loaders closed to 2.8 metres wide

Times of Restricted Travel

Travel Not Permitted	
Monday to Friday:	
0700 to 0900	Travel is not permitted in the Darwin/Alice Springs urban area unless otherwise specified in the permit
1600 to 1800	

Travel Permitted	
Monday to Friday:	**Saturday/Sunday:**
Sunrise to 0700	Sunrise to Sunset
0900 to 1600	
1800 to Sunset	

Note: For the purposes of permit conditions, Darwin urban area is the city side of the Arnhem Highway

3.4. TIMES OF TRAVEL FOR CRANES & UNLADEN LOW LOADERS

Table 21: Times of Travel for Cranes & Unladen Low Loaders

Type
a) Carrier-mounted mobile cranes up to 3.1 metres wide and up to 14.5 metres long b) Unladen low loaders closed to 2.8 metres wide
Times of Restricted Travel
No restriction on times of travel if specifically stated on the permit

Type
c) Carrier mounted mobile cranes up to 3.1 metres wide and greater than 14.5 metres long, but less than 22 metres long
Times of Restricted Travel
Travel between sunset and sunrise is only permitted on recommended road train and oversize load routes and pilot vehicle required

3.5. TIME OF TRAVEL ALL AREAS

Table 22: Times of Travel All Areas

Type
All vehicles/loads in excess of 2.5 metres wide **Exceptions:** d) Carrier-mounted mobile cranes and unladen low loaders
Times of Restricted Travel
Travel is not permitted between sunset and sunrise, unless an alternative time is specifically stated on the permit of exemption

3.6. TRAVELLING DURING THE HOURS OF DARKNESS

The general movement of over-dimensional vehicles and loads between sunset and sunrise is undesirable for reasons of road safety and **is not permitted**.

However, where the movement of a vehicle/load may cause excessive traffic disruption during daylight hours, an application for a permit to travel during hours of darkness will be considered on its merits taking into account the safety implications, the size and nature of the vehicle/load and the route characteristics.

3.7. PILOT / ESCORT REQUIREMENTS

Escorts (including pilots, accredited escorts and police) are essential in preserving road safety when large over dimensional loads move on the road network.

Pilot/escort vehicles are required to have appropriate warning devices to provide **advance warning** to approaching traffic and to give direction to the driver of the loaded vehicle.

For larger loads, police escorts are required for **traffic direction and control**.

3.7.1. Rear Overhang – Exceeds 5.5 Metres

Where the rear overhang exceeds 5.5 metres, a rear pilot may be required for the full length of the journey or as determined by the issuing officer.

3.7.2. Over-height Loads

Loads that only exceed the statutory height limits generally do not require pilots and escorts, however, they may require PowerWater escorts.

3.7.3. Minimum Pilot / Escort Requirements

i. Pilot/Escort/Police requirements are described as minimum
   - Additional pilots/escorts may be required as determined by the issuing officer or Police.
   - Police requirements will be determined by the NT Police.

ii. Critical areas are urban areas of all centres - Darwin, Katherine, Tennant Creek, Alice Springs and the Stuart Highway (Darwin to Katherine).

iii. Non Accredited Pilots may be used where the load width is greater than 3.5 metres and less than 4.5 metres wide.

iv. Oversize loads approved to travel in convoy (maximum of two) must meet the pilot/escort requirements for the widest of the 2 loads.

v. In urban areas or other than dual carriage way, an additional pilot may be required for 3.5 metres to 4.5 metres wide loads where the driver of the oversize vehicle has no clear view to the rear along both sides of the vehicle.

vi. Generally, a pilot is not required if the length of a load-carrying combination is up to 30 metres and the width does not exceed 3.5 metres.

3.7.4. Wide Loads >7.5 metres

i. Permit plus 2 Accredited Pilots and 1 NT Accredited Escort – (see note)

ii. Police Escort in critical areas as determined by Police.

3.7.5. Wide Loads >8.0 metres

i. A minimum of 3 NT Accredited Escorts or as determined by Police.

ii. A risk assessment and supporting traffic control diagrams (if required) shall be designed, in consultation with the applicant, by an appropriately NT accredited traffic management plan designer (WZ1) refer - https://nt.gov.au/driving/management/work-zone-traffic-management-qualifications

3.7.6. Wide Loads ≥12metres

i. Where a load is equal to and greater than 12 metres, Police notification and approval is mandatory.

ii. Police will assess the application on a case by case basis and inform the issuing officer of the level of Police involvement and the number of additional NT Accredited Escorts (if any).

Table 23: Minimum Pilot/Escort Requirements

Overall Width of Vehicle and load (m)	19 +	30 +*	35 +	40+
12 +	Permit plus Police Escorts, Accredited Pilots and NT Accredited Escorts for the full length of the journey as determined by Police (see note)			
8.0+	Permit plus 3 NT Accredited Escorts – (see note) Traffic Management Plan as approved by Road Operations Police Escort in critical areas as determined by Police			
7.5 +	Permit plus 2 Accredited Pilots and 1 NT Accredited Escort – (see note) Police Escort in critical areas as determined by Police			
5.5 +	Permit plus 2 Accredited Pilots and 1 NT Accredited Escort			
4.5 +	Permit plus 2 Accredited Pilots			
3.5 +	Permit plus 1 Pilot			
2.5 +	Permit - No Pilot			
	Legal Dimensions			
Overall Length of Vehicle and Load (m)				

Note:

i. All loads greater than 7.5metres require continuous Closed-Circuit Television (CCTV) footage in the Escort/Pilot vehicle immediately forward and rearward of the load.

   The footage must be stored for 6 months after the move and must be made available upon request to Police, Transport Inspectors or Road Operation Officers.

ii. Lead vehicles piloting or escorting loads greater than 7.5metres must be fitted with white “wig wag” lights (refer Section 3.8.3)

iii. *Where the load-carrying combination exceeds an overall length of 30 metres, the overall width is less than 3.5 metres and the rear overhang is within legal limits, the application is subject to individual assessment.

3.7.7. When is an Oversize Load Pilot Required?

An oversize load pilot is required when the load width exceeds 3.5 metres.

An accredited oversize load pilot is required when the load width exceeds 4.5 metres.

3.7.8. Interstate Pilots

Where the load width exceeds 4.5 metres or as determined by the issuing officer, interstate pilots used must be licensed / accredited.

3.7.9. When is N.T. Oversize Load Escort Required?

N.T. Accredited oversize load escort is required when the load width exceeds 5.5 metres.

3.7.10. Pilot / Escort Vehicle

A **pilot** vehicle SHALL have 4 or more wheels and a GVM of:

i. 4.5 tonnes or less and not be a motorcycle; or

ii. 6.5 tonnes or less in the case of a rear pilot vehicle if two pilot vehicles are required.

An **escort** vehicle other than a police motorcycle SHALL have:

i. 4 or more wheels; and

ii. GVM of 4.5 tonnes or less; and

3.7.11. Restrictions of Towing or Loading

A pilot or escort vehicle must not tow a trailer or carry a load, but it may carry tools, equipment or substances for use in connection with the oversize vehicle or combination that it is accompanying or for restraining the load on that vehicle or combination.

3.7.12. Warning Devices for Pilots / Escorts

All vehicles used to pilot/escort oversize loads must comply with the requirements for warning devices - including radio communications.

3.8. WARNING SIGNS PILOTS AND ESCORTS

i. The warning sign on the pilot or escort vehicle shall have the words "**OVERSIZE**" and "**LOAD AHEAD**" on both sides of the sign.

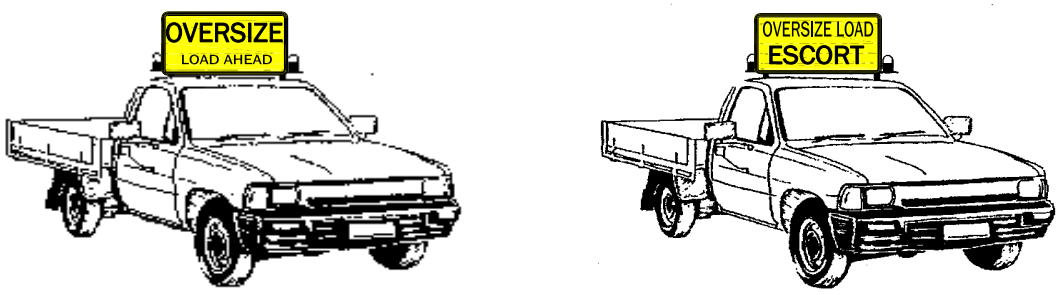
ii. The warning sign on the NT escort vehicle may have the words "**OVERSIZE LOAD ESCORT**" on both sides of the sign. This option may not be acceptable in other jurisdictions. Old NT escort signage in this format will be recognised in NT until 1st January 2016, however any new signage should comply with the above new requirement l).

iii. The warning sign on a pilot/escort vehicle may have the bottom corners cut out not more than 150 millimetres wide and not more than 100 millimetres high if cut outs are needed to allow for mounting of warning lights.

iv. The warning sign shall be positioned so that it is visible to the driver of vehicles approaching from both in front and behind the pilot/escort vehicle.

v. The warning sign shall be displayed on the roof of the pilot/escort vehicle with the sign visible to approaching traffic as shown in **Figure 14** and shall be kept clean so that the signs can be easily read by other road users.

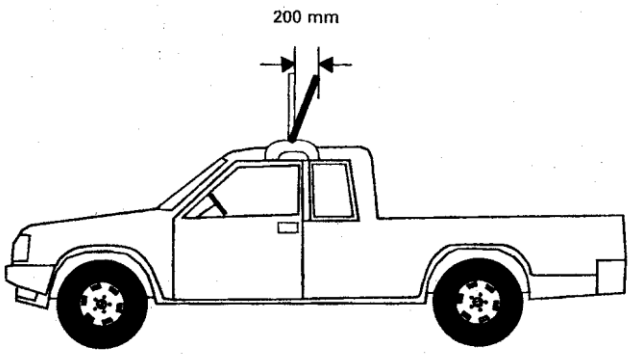
Figure 15: Pilot and Escort Vehicle



vi. The warning sign may be attached to the hurdle behind the pilot/escort vehicle cab at the same height as if the sign was mounted on the roof of the cab.

vii. The warning sign on a pilot/escort vehicle shall not lean back so that there is more than 200 millimetres measured horizontally from the top of the sign to a vertical line running through the bottom of the sign as shown in **Figure 15.**

Figure 16: Illustration of Maximum Slant of a Warning Sign



3.8.1. Warning Sign Specifications

i. Both faces of the warning sign must have a yellow surface which complies with the Australian/New Zealand Standard "*AS/NZS 1906.1, Retro-reflective Materials and Devices for Road Traffic Control Purposes' Part 1: Retro-reflective Materials".*

ii. Both faces of the warning sign must have a black border at least 20 millimetres wide. The outermost edge of the border must be set at least 10 millimetres in from the edge of the sign unless the sign has been made with a box edge.

iii. Pilot Vehicle - Both faces of the warning sign shall show the words "**LOAD AHEAD**" in black upper-case lettering at least 100 millimetres high, conforming with Australian Standard "*AS 1744, Forms of Letters and Numerals for Road Signs*", in type face Series D(N).

iv. Both faces of the warning sign for the pilot vehicle shall show the words "**OVERSIZE**" in black upper-case lettering at least 200 millimetres high, conforming with Australian Standard *"AS 1744, 'Forms of Letters and Numerals for Road Signs*", in type face Series C(N).

v. Escort Vehicle - Both faces of the warning sign shall show the words "**OVERSIZE LOAD**" in black upper-case lettering at least 100 millimetres high, conforming with Australian Standard "*AS 1744, Forms of Letters and Numerals for Road Signs",* in type face Series D(N).

vi. Both faces of the warning sign for the escort vehicle shall show the word "**ESCORT**" in black upper-case lettering at least 200 millimetres high, conforming with Australian Standards "*AS 1744, Forms of Letters and Numerals for Road Signs",* in type face series C(N).

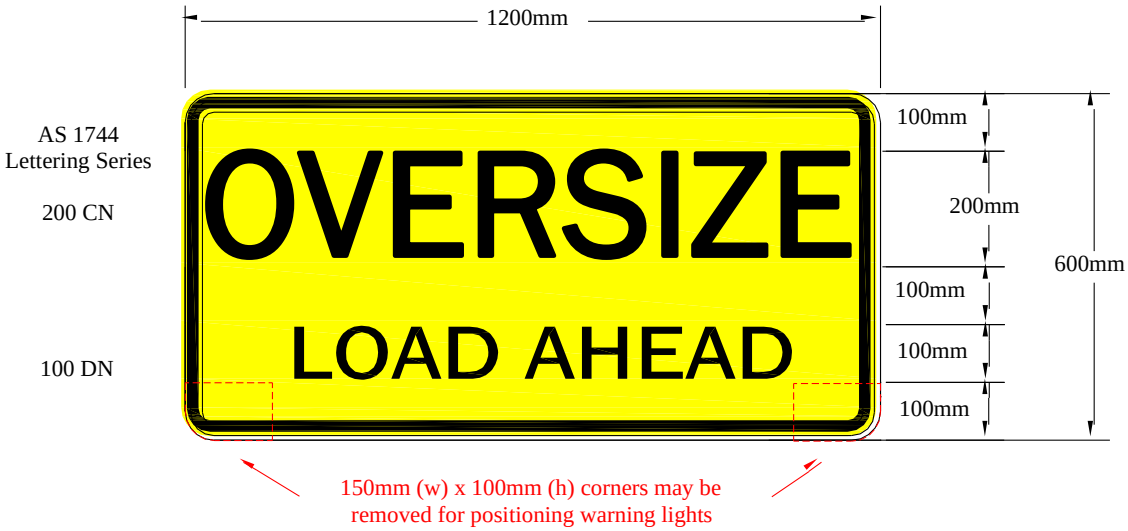
vii. The warning sign must have the manufacturer's name or trademark permanently marked in letters at least 3 millimetres but not more than 10 millimetres high, to appear in any visible location of the sign, except in the bottom corner of a sign.

viii. The warning sign may be made of stiff, flat weatherproof material. Zincalume at least 0.8 millimetres thick and aluminium at least 1.6 millimetres thick are examples of material which would comply. The warning sign may be made of weatherproof material but must comply with the specifications in this section.

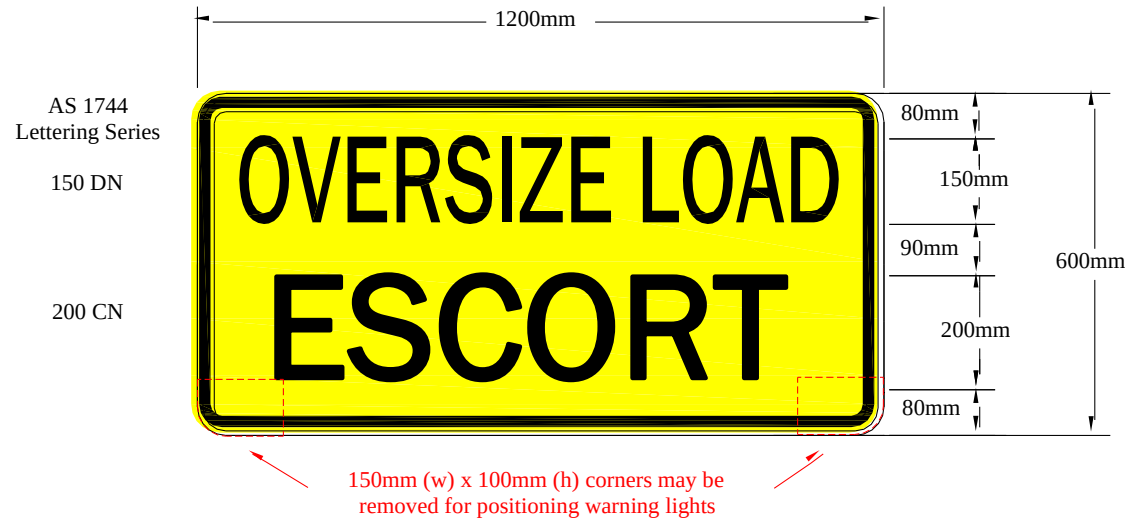
ix. The warning sign shall comply with the dimensions and specifications in **Figure 16**.

Figure 17: Sample Warning Signs for Pilot and NT Escort Vehicles

Sample Pilot Warning Sign



Sample NT Accredited Escort Warning Sign



3.8.2. Warning Lights (Rotating Flashing Yellow Lights) – pilot or escort vehicle or an oversize load carrying vehicle or an oversize vehicle

i. A warning light must be:
   a) clearly visible at a distance of 500 metres in all directions; or
   b) 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 any direction.

ii. In spite of subclause (b), a pilot/escort vehicle travelling in front of an oversize vehicle may have a filter placed behind the warning light(s) to reduce the intensity of the light directed rearwards from the warning light(s) to the driver of the oversize vehicle.

iii. The warning light(s) shall meet the following performance specifications:
   a) emit a rotating, flashing, yellow coloured light; and
   b) flash at a rate between 120 and 200 times per minute; and
   d) be clearly visible at a distance of 500 metres in all directions; and
   e) not be a strobe light.

Note: The following specifications are offered as a guide to meeting the visibility requirements for warning light(s):

- Incandescent lights - power of at least 55 watts.
- LED lights - power of at least 24 watts.

*"**LED**" means light-emitting diode, a semiconductor diode which glows when a voltage is applied*

3.8.3. Additional Flashing Warning lights (Wig Wag lights)

i. May only be operated while piloting or escorting loads greater than 7.5 metres.

ii. Must be white.

iii. Must only be fitted to the front of the vehicle.

iv. Must not be headlights.

v. May be spotlights with a maximum output of 55 watts, provided they are angled downward and do not dazzle other road users.

vi. May be LED day running lights (as per ADR 76), provided the light emitted from each lamp does not exceed 400cd.

vii. Must have an illuminating surface area not less than 40cm^2.

viii. Must be no less than 500mm above ground level and no more than 1000mm above ground level.

3.8.4. Operation of Warning Lights

Warning light(s) shall only be switched on when the oversize vehicle is travelling or stationary in a position that is likely to cause danger to other road users.
Warning light(s) which a pilot vehicle or escort vehicle is required to have, shall be switched on when the vehicle is travelling and accompanying an oversize vehicle.

3.8.5. Wiring of Warning Lights

Warning light(s) shall be either permanently connected into the electrical system of the vehicle or shall use standard automotive connectors to allow easy electrical disconnection and removal of the light(s) when not required. Warning light(s) shall have incorporated into their electrical system an on/off switch control which is located within easy reach of the driver.

3.8.6. Radio Communications

The oversize vehicle and any accompanying pilot/escort vehicles must have mounted in the vehicle an electronic communications device that will allow the drivers of all vehicles to communicate effectively with each other.

Communication between all pilots/escorts and the oversize vehicle shall be on the same channel or frequency and must be switched on when escorting an oversize vehicle.

3.8.7. Safety Vests

Approved safety vests, complying with Australian Standards AS 1906.4, must be worn at all times when not in the piloting/escorting vehicle.

Table 24: Warning Devices for Pilot /Escort Vehicles

Vehicle Type	Warning Device				
	Complying Sign	Radio Communication	Warning Lights	Headlights On	Wig Wag
Pilot Vehicle	Yes	Yes	Yes	Yes	Yes (see note)
Accredited Pilot	Yes	Yes	Yes	Yes	Yes (see note)
Accredited Escort	Yes	Yes	Yes	Yes	Yes (see note)

Note:

Wig Wag lights (alternately flashing white warning lights) are mandatory for lead vehicle/s escorting loads greater than 7.5metres.

3.9. WARNING DEVICES FOR OVERSIZE LOAD CARRYING VEHICLES

An oversize vehicle or combination, together with any load, that is wider than 2.5 metres, or longer than 25 metres, must have:

i. One warning sign at its front and one at the rear (over width only);

ii. One warning sign at its rear only - if it is carrying an over length or over height load only;

iii. Four (4) brightly coloured red, yellow, or red and yellow flags, each 450mm long and at least 450mm wide. One of the flags must be positioned at each side of the front and rear of any projecting load or, if there is no projecting load, one of the flags must be positioned at each side of the vehicle or combination; and

iv. An oversize vehicle or combination that, together with any load, is not wider than 2.5 metres and whose length is not more than 25 metres, must have one warning sign at its rear or, if it is carrying a rear projecting load, must have one warning sign at the rear of the load.

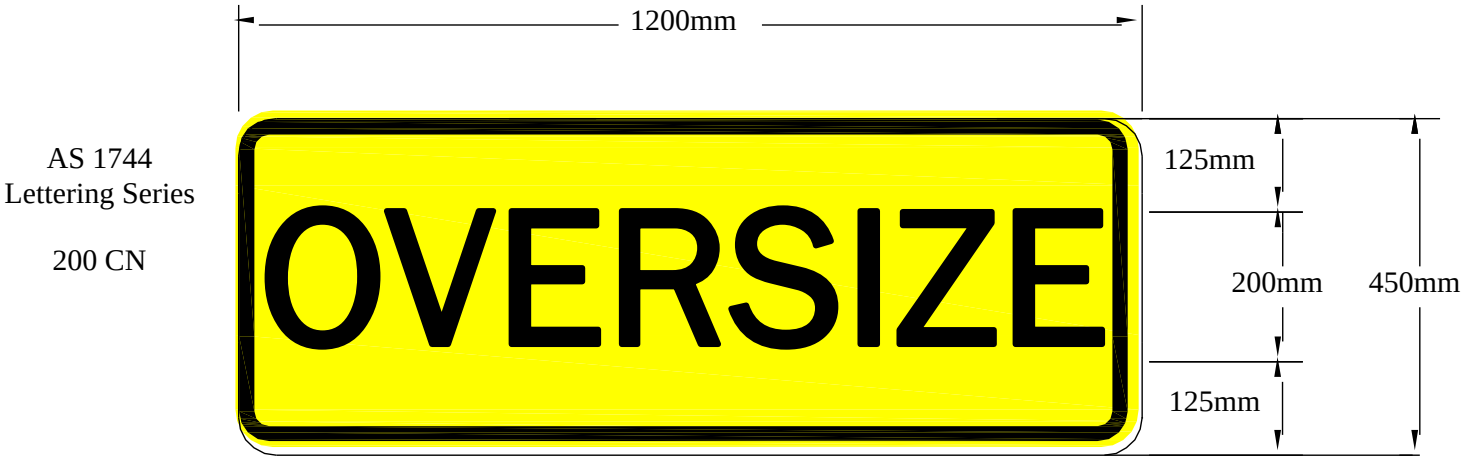
3.9.1. Warning Signs

Where the vehicle width, together with any load, exceeds 2.5 metres, warning signs are required in accordance with **Table 25**.

3.9.2. Warning Sign Specifications

Warning signs complying with this specification shall be used on permit vehicles.

Figure 18: Sample Oversize Vehicle Sign



3.9.3. Material for a Warning Sign

A warning sign may be made of stiff, flat or flexible weather proof material.

3.9.4. Size of a Warning Sign

i. A warning sign on an oversize vehicle or combination must be at least 1200mm long and at least 450mm high.

ii. The sign may be split into two parts - in which case the combined length of its parts must be at least 1200mm.

3.9.5. Face of a Warning Sign

i. A warning sign on an oversize vehicle or combination must show the word "**OVERSIZE**" in black upper-case lettering, conforming with Australian Standard "*AS 1744, Forms of Letters and Numerals for Road Signs*", in typeface Series C(N).

ii. The lettering must be at least 200mm high.

iii. The top and the bottom of the lettering must be at least 125mm from the top and bottom of the sign, respectively.

iv. If the sign is split into two 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) There must be no border between the two parts, in spite of the illustration of a warning sign for an oversize vehicle or combination.

3.9.6. Mounting a Warning Sign

A warning sign on an oversize vehicle or combination must be mounted vertically.

The lower edge of the sign must be:

i. above the bottom of the bumper bar; or

ii. if there is no bumper bar — at least 500mm from the ground level.

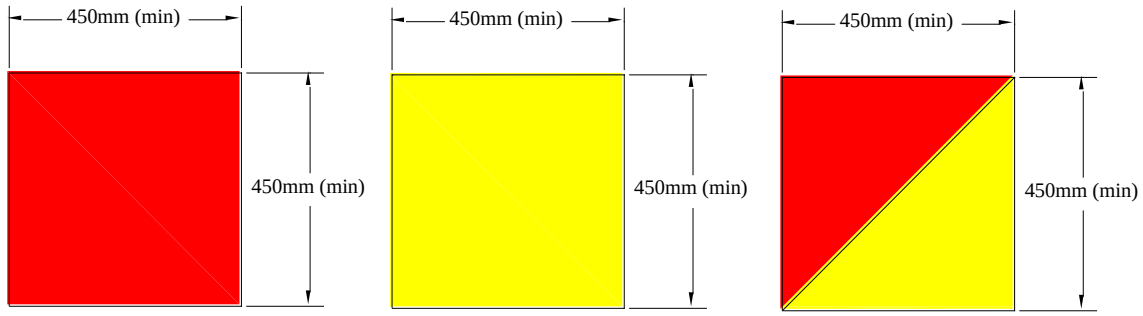
If the sign is split into two parts, each part must be fitted at the same height as the other.

3.9.7. Warning Flags

Where an oversize vehicle or combination, together with any load, is wider than 2.5 metres, warning flags are required in accordance with **Table 25**.

Four (4) brightly coloured red, yellow, or red and yellow, flags at least 450mm square, positioned at the extremities of the load, are required.

Figure 19: Example of Warning Flags

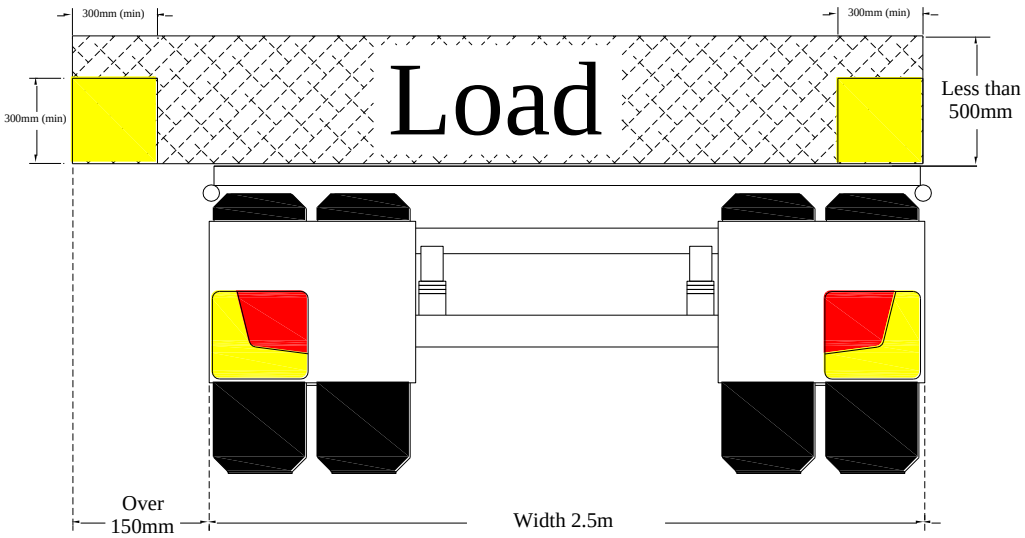


3.9.8. Delineators

Where the load projects more than 150mm beyond one side of an oversize vehicle or combination and the projection is less than 500mm thick from top to bottom, there must be at least two yellow rigid pieces of delineators attached to the front and rear of the projections in accordance with **Table 25.**

A delineator must be at least 300mm long and at least 300mm wide and comply with Class 1 or 2 of Australian Standards "*AS 1906 Retro-reflective Materials and Devices for Road Traffic Control Purposes."*

Figure 20: Delineators Requirements for Thin Projecting Loads – 150mm beyond one side



3.9.9. Warning Lights (Rotating Flashing Yellow Lights)

In the daytime, an oversize vehicle or combination must display a warning light complying with the requirements as stated in **Section 3.8.2**, if:

i. the vehicle together with any load is wider than 3.0 metres; or

ii. the load projects more than 150mm beyond one side and is less than 500mm thick in accordance with **Table 25**.

3.9.10. Headlights

An oversize vehicle or combination must have its low-beam headlights on while travelling in the day time in accordance with **Table 25.**

Table 25: Warning Devices for Oversize Load Carrying Vehicles

Load Dimension	Warning Device				
	Oversize Sign	Warning Flags	Warning Light	Headlights On	Delineator*
Exceeds legal width	Yes	Yes	Yes (if the load is wider than 3m - see Note)	Yes	Yes (see Note)
Exceeds legal length limits	Yes (rear only)	Yes (if load is projecting)	No	Yes	No
Exceeds legal height limits	Yes (rear only)	No	No	Yes	No

Note:

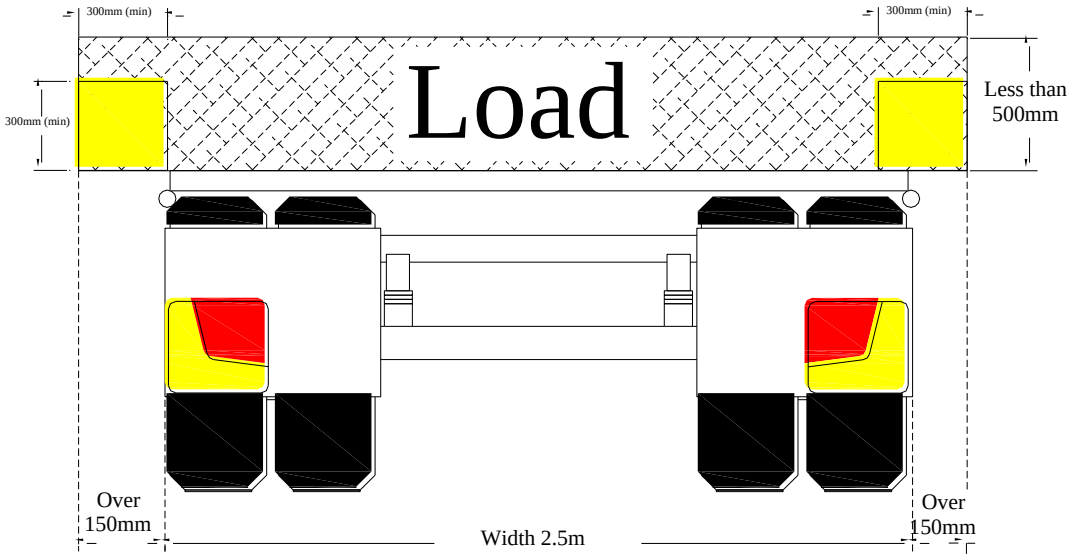
i. Where the load projects more than 150mm beyond one side of an oversize vehicle, and the projection is less than 500mm from top to bottom, there must be:

   a) a warning light attached to the vehicle; and

   b) at least two yellow, rigid pieces of material (known as delineators), one attached to the front and the other attached to the rear of the projection.

ii. Four (4) delineators required on the front and rear load extremities if the projection is beyond both sides of the vehicle.

Figure 21: Delineators Requirements for Thin Projecting Loads – 150mm beyond both sides



3.10. WARNING DEVICES FOR OVERSIZE SPECIAL PURPOSE VEHICLES AND AGRICULTURAL VEHICLES

3.10.1. Warning Signs

Where a special purpose vehicle or agricultural vehicle is wider than 2.5 metres, and or exceeds the statutory length limit, signs are required in accordance with **Table 26**.

Where a special purpose vehicle or agricultural vehicle is wider than 3.0 metres or longer than 25.0 metres, it must have "**OVERSIZE**" warning signs fitted front and rear.

3.10.2. Warning Flags

Where a special purpose vehicle or agricultural vehicle exceeds 3.0 metres in width or is longer than 25.0 metres it must have four (4) brightly coloured red, yellow, or red and yellow flags - each at least 450mm long and 450mm wide.

One flag must be positioned at each side of both the front and rear of the special purpose vehicle or agricultural vehicle.

3.10.3. Warning Sign Specifications

Warning signs must comply with the specifications and requirements in **Section 3.9**.

3.10.4. Warning Lights

In the daytime, a warning light must be displayed on a special purpose vehicle or agricultural vehicle when the width exceeds 3.0 metres.

During the hours of darkness, a special purpose vehicle or agricultural vehicle must display side marker lights showing yellow to the front and red to the rear, spaced no more than 2.0 metres apart along both sides of the special purpose vehicle or agricultural vehicle.

Additionally, during the hours of darkness, a warning light must be displayed if the special purpose vehicle or agricultural vehicle is wider than 2.5 metres or longer than 22 metres.

Warning lights must comply with the specifications and requirements of **Section 3.8.2.**

3.10.5. Forward Projection Lights

When travelling during the hours of darkness, special purpose vehicle or agricultural vehicle with a projection extending more than 1.2 metres in front of the vehicle's 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.

3.10.6. Headlights

Headlights on an oversize special purpose vehicle or agricultural vehicle must be on low beam for all daytime travel.

3.10.7. Diagonal Warning Stripes

A projecting boom, or any other rigid projection, more than 1.2 metres in front of the vehicle's body, must have displayed on both sides of it diagonal warning stripes that are:

i. at least 150 mm wide; and

ii. cover an area at least 0.16 m2, and are alternatively coloured:

a) "Red and White"; or

b) "Black and White".

Table 26: Warning Devices for Oversize Special Purpose Vehicles and Agricultural Vehicles

Dimension	Warning Device				
	Oversize Sign	Warning Flags	Warning Lights	Headlights	Diagonal Stripes
Exceed Width	Yes (see Note)	Yes (see Note)	Yes (if wider than 3m)	Yes	No
Exceed Length	Yes (rear only)	No	No	Yes	No
Exceeds Forward Projection of 1.2m	No	No	No	Yes	Yes

Note:

i. The requirements for oversize signs and flags **do not** apply to:

   a) a road construction vehicle or combination travelling within one (1) kilometre of a construction site, if the vehicle has a warning light; or

   b) a tractor.

ii. A rigid mobile crane between 2.5 and 3.1 metres wide requires an "**OVERSIZE**" sign on the rear only.

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Section 4

SPECIFIC COMMODITIES AND VEHICLE TYPES

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4.1. INTRODUCTION

This section explains the permit conditions that apply to some specific vehicle types and loads.

4.2. PLANT-TYPE VEHICLES

A permit of exemption is required for all over-dimensional and overmass plant-type vehicles that use the road network.

Where the plant-type vehicle exceeds **2.5 metres** in width, complying "**OVERSIZE**" signs must be fitted.

4.3. AGGREGATE SPREADER BOXES

Aggregate spreader boxes are attachments fitted to load-carrying vehicles designed to evenly distribute road construction material.

A gazette notice has been issued to exempt aggregate spreader boxes up to 3.0 metres in width subject to various conditions – refer to Appendix A

Aggregate spreader boxes over 3.0 metres in width will require a permit of exemption.

4.4. MECHANICAL TARPING AND SAFETY HARNESS SYSTEMS WIDTH EXEMPTION

Devices used to manage load restraint and personal safety may be exempt from vehicle width limits under a gazette notice – refer to Appendix A.

4.5. HAY

A permit of exemption is required where the loading of hay exceeds the legal height dimension of 4.3 metres.

The permit shall only be for a maximum height of 4.9 metres.

There is no permit provision for overwidth.

4.6. THE USE OF EXTENDABLE SEMI TRAILERS

A permit of exemption is required where an extendable semi trailer is extended to exceed a legal length dimension limit.

A maximum of two (2) extendable trailers may be used in combination providing the maximum overall length of 53.5 metres is not exceeded and provided the trailers are road train rated.

Extended semi trailers must have complying side lighting for travel during the hours of darkness and a complying "**OVERSIZE**" sign mounted on the rear.

Extendable semi trailers must be closed for all empty travel or when the indivisible load does not require the extended deck length and conversely, an extendable semi trailer shall be extended to minimise any rear projections.

4.7. CONVOY TRAVEL

Convoy travel has the potential to reduce costs and maximise the utilisation of equipment and resources. This may be considered appropriate under some circumstances.

All applications for convoy travel are subject to individual assessment.

A maximum of two (2) oversize loads may travel in convoy and a permit is required for each transporting vehicle. The pilot/escort requirements are for the wider of the two loads carried.

4.8. SPECIAL CONDITIONS FOR THE TRANSPORT OF OVERLENGTH CONTAINERS

A permit of exemption is required where an overlength container, when loaded on a semi trailer, exceeds a legal dimension limit.

Specific conditions apply to permits issued for this activity. Conditions include:

i. The minimum length trailer used must be a complying trailer (13.7 metres/45 foot).
ii. King pin radius dimension of 1.9 metres not to be exceeded.
iii. Rear overhang dimension of 3.7 metres not to be exceeded.
iv. "S" dimension of 9.5 metres not to be exceeded.
v. "B" dimension of 12.3 metres may be exceeded *
vi. Not to exceed 53.5 metres overall length when in a road train.
vii. The rear-most trailer must have complying rear bumper and lighting at the rear of the load.
viii. The container must be secured in accordance with the performance requirements of the "Load Restraint Guide".

Note:

* As a single articulated vehicle, not to exceed 13.3 metres from the king pin to the rear, including the load, and no restriction on overall combination length as a single articulated vehicle.

4.9. 14.6 METRE (48 FOOT) SEMI TRAILERS

A gazette notice has been issued to exempt 14.6 metre long semi trailers from length requirements subject to various conditions – refer to Appendix A

Generally, a 14.6 metre (48 foot) semi trailer is one that exceeds a 12.3 metre dimension ("B") but complies with other dimensional requirements.

i. Only one 14.6 metre (48 foot) semi trailer in a combination.
ii. In combination, the trailer must be positioned as a last trailer only.
iii. Road train not to exceed 53.5 metres overall length.

Note:

Interstate authorities may not allow the use of 14.6 metre (48 foot) trailers in combination.

4.10. OVERMASS STEER AXLES ROAD TRAIN RATED PRIME MOVERS ONLY

Generally, a permit of exemption is required where the recorded steer axle mass on a road train rated prime mover exceeds 6.0 tonne.

Permits may be issued up to a maximum of 7.0 tonne subject to confirmation from the vehicle manufacturer of the suspension and axle load rating and confirmation of the tyre size.

In all cases, the maximum permitted mass will not be permitted to exceed any manufacturer's rating.

Table 27: Tyre Rating and Section Width

Axle Mass (tonnes)	Minimum Tyre Section Width (mm)	Minimum Axle/Suspension Rating (tonnes)
6.0 to 6.5	295	6.5
6.5 to 7.0	375	7.0

4.11. 6.5 TONNE STEER AXLE MASS

A gazette notice has been issued to exempt vehicles with a GVM of 15 tonnes and over to allow for steer axle masses up to 6.5 tonnes subject to:

i. compliance with engine emission standards;.
ii. compliance with front underrun protection requirements;
iii. compliance with cabin strength requirements; and
iv. must be within the vehicle's component ratings (i.e. wheels, tyres, axles, suspension).

Exemption details – refer to Appendix A.

4.12. SPECIAL CONDITIONS FOR THE TRANSPORT OF OVERLENGTH DEMOUNTABLE BUILDINGS

i. The minimum length trailer to be used is a 13.7m (45ft) trailer.
ii. King pin radius dimension of 2.5m is not to be exceeded.
iii. The rear overhang dimension of 3.7m is not to be exceeded.
iv. As a single articulated vehicle, not to exceed 13.3m from the king pin to the rear including the load.
v. Any trailer used as a last trailer must have complying rear bumper and lighting at the rear of the load.

4.13. 4.6 METRE HIGH SEMI TRAILERS

Trailers designed and constructed and/or loaded to 4.6m high for the transport of divisible and non-divisible loads on a step deck trailer (where at least 50% of the deck space is less than 1.2m high) may operate under a gazette notice subject to various conditions - refer to Appendix A.

4.14. HOUSE MOVES

4.14.1. Movement of House / Buildings

The Registrar of Motor Vehicles may allow for the movement of house/buildings on a public street or public place by issuing a permit of exemption under Section 59 of the *Motor Vehicles Act*.

Applicants will need to satisfy the Registrar that, amongst other things, the movement can be undertaken safely without damage to roads, bridges or other roadside furniture and with the least amount of inconvenience to other road users.

The consideration of the movement of these large oversize loads are undertaken by special assessment.

4.14.2. Application

Applications should be lodged with the Permits Office, Motor Vehicle Registry (MVR) Alice Springs to allow sufficient time to process the application prior to the proposed movement date.

Applications must be lodged with the relevant approving Authorities prior to the proposed movement date:

i. NT Police – not less than 28 days;
ii. NT Government (Roads Operations) – not less than 7 days;
iii. Telstra - not less than 7 days;
iv. PowerWater – not less than 10 days; and
v. Councils – not less than 7 days.

It is the applicant's responsibility to ensure that all relevant approvals are at the Permits Section (MVR) Alice Springs not less than 3 days prior to the proposed movement date.

If the proposed movement date or the route of intended travel are changed or the dimensions of the load are greater than that applied for, the permit application will be declared invalid and the application process must recommence.

4.14.3. Building Certifier

Prior to the issuing of a permit for the removal/relocation of any building, approval from a licensed building certifier is required.

4.14.4. Inspection

Prior to the issuing of a permit, buildings maybe inspected by the Permit Officer and representatives of other agencies to confirm details of the building and its route of travel.

Loads should be loaded "**ready to move**" on the last working day prior to the intended movement date. The Permit Officer may confirm dimensions and mass of the load in the loaded condition.

4.14.5. Width

Buildings shall be reduced to a minimum practical width with consideration given to the proposed route of travel (roadside furniture, vegetation, parked vehicles) and the safety of other road users.

4.14.6. Height

The height of a building should be reduced, as far as practicable, by removing any aerials, fittings or attachments and is subject to the approval/endorsement from relevant authorities - in particular:

i. PowerWater;
ii. Telstra;
iii. NT Government (Roads Operations) and
iv. Respective Councils.

4.14.7. Length

The length of a building should be reduced as far as practicable by removing any additional fixtures on the building.

4.14.8. Vehicle

Houses/buildings that are 8.0 metres or wider should only be moved on suitable low loaders or trailers built for the purpose of moving buildings. Flat top rigid vehicles, semi trailers or dog trailers will not be acceptable.

4.14.9. Advertising / Publicity

Advertising and publicity requirements will be assessed on a case-by-case basis.
Where required, advertising and publicity of the proposed movement date of the load is the responsibility of the applicant/agent (i.e. letter drops etc.).

4.14.10. Times of Travel

Movement of house/buildings will, wherever possible, be restricted to a time which will cause the minimum public and industry inconvenience.

Consideration must be given to:

i. traffic flow;
ii. power outages;
iii. industry down time;
iv. interruption to scheduled services (i.e. route service buses); and
v. availability of Police for traffic control.

House/buildings in excess of 8.0 metres wide will, in most cases, be required to move in urban areas on weekends (preferably Sundays).

Under special circumstances, or if approved by all authorities, weekday movement of buildings in this category may be permitted.

Highway travel on weekends or public holidays may not be permitted.

Once the building has been moved to a location outside the urban area, weekday travel only is permitted to the building's destination or boundary of the next urban area.

4.14.11. Pilots / Escorts

All pilots/escorts used in the move must be nominated prior to the issue of the permit and all must be accredited.

4.15. PERMITS ADMINISTRATION

4.15.1. Permit Fee is applicable

4.15.2. Contact Details

Telephone:	(08) 8951 5263	Facsimile:	(08) 8951 5181
Office:	Motor Vehicle Registry		
E-mail:	Mvr.Permits@nt.gov.au		
Web Address:	https://dipl.nt.gov.au/		

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B-double Overall Length Exemption

NT Government Gazette G20, 16 May 2007 – (16/20)

Northern Territory of Australia

Motor Vehicles Act

Exemption

I, LEAH MAREE CROKE, Registrar of Motor Vehicles, under section 135 of the *Motor Vehicles Act,* exempt a motor vehicle of the class specified in the Schedule from the application of rule 69(1)(a) of the Australian Vehicle Standards Rules.

Dated 16 April 2007

L.M. Croke
Registrar of Motor Vehicles

SCHEDULE

All B-doubles for which the distance between the point of articulation at the front of the leading semi trailer and the rear of the combination does not exceed 20.6 metres.

Note

The Australian Vehicle Standards Rules are contained in Schedule 6 of the Motor Vehicle (Standards) Regulations.

6.5 Tonne Steer Axle Mass Exemption

NT Government Gazette G15, 15 April 2015

Northern Territory of Australia

Motor Vehicles Act

EXEMPTION FROM MOTOR VEHICLES (STANDARDS) REGULATIONS

6.5 Tonne Steering Mass Exemption

I, PAUL NATHAN RAJAN, Registrar of Motor Vehicles, pursuant to section 135 of the *Motor Vehicles Act,* exempt a single steer axle of a vehicle with a gross vehicle mass of 15 tonnes or over from the application of regulation 7(b) of the *Motor Vehicles (Standards) Regulations* subject to the following conditions:

a) the mass carried on the steer axle does not exceed 6.5 tonnes;

b) the vehicle must have appropriately rated wheels, tyres, axle and suspension to allow a mass of 6.5 tonnes to be carried on the steer axle;

c) the vehicle must be fitted with:

   (i) an engine that complies with the emission control requirements of Australian Design Rule 80/01 (or a later version); and

   (ii) a front underrun protection device that complies with UN ECE Regulation No. 93; and

   (iii) a cabin that complies with UN ECE Regulation No. 29.

Dated 8 April 2015

P.N. Rajan

Registrar of Motor Vehicles

Aggregate Spreader Box Width Exemption

NT Government Gazette G15, 15 April 2015

Northern Territory of Australia

Motor Vehicles Act

Exemption from Motor Vehicles (Standards) Regulations

Aggregate Spreader Box Width Exemption

I, PAUL NATHAN RAJAN, Registrar of Motor Vehicles, pursuant to section 135 of the *Motor Vehicles Act,* exempt a motor vehicle fitted with an aggregate spreader box from the requirements of Rule 66(1) of Schedule 6 of the *Motor Vehicles (Standards) Regulations* subject to the following conditions:

a) An aggregate spreader box when fitted to the vehicle is not wider than 3.0 metres;
b) the vehicle to which the aggregate spreader box is fitted, excluding the aggregate spreader box, is not wider than 2.5 metres when measured in accordance with Rule 66(2);
c) Complying “OVERSIZE” warning signs are required to be fitted to the front and rear of the vehicle, and complying warning flags are required to be fitted on the aggregate spreader box extremities;
d) the vehicle low-beam headlights must be on when travelling;
e) travel restrictions apply in accordance with Schedule 1; and
f) a copy of this exemption must be carried with the driver of the vehicle and must be presented to an authorised officer, when requested.

Schedule 1 - Travel Restrictions

i. travel permitted via the most direct or safest route between worksite, stock pile, depot, place of maintenance or place of overnight lodging;
ii. for night travel, the vehicle must display a warning light in accordance with Schedule 2; and
iii. travel is not permitted during adverse weather conditions.

Schedule 2 - Additional Lighting Requirements

At night, a vehicle fitted with an aggregate spreader box over 2.5 metres in width must display:

1. lights showing yellow or amber to the front and red to the rear (known as 'side markers') fixed to the aggregate spreader box; and
2. two red lights (known as 'rear markers') fixed to the aggregate spreader box within 400mm from each outer side; and
3. a warning light (rotating flashing yellow or amber light) in accordance with the the "Permit Guidelines for Oversize and Overmass Vehicles" as published by Northern Territory Government agency responsible for road vehicles.

Reflectors:

Reflectors may be fitted on the aggregate spreader box in lieu of any side marker or rear marker light providing the reflector meets the position, number and colour output as follows:

- one forward facing white reflector on each side;
- one side facing yellow or amber reflector on each side; and
- one red reflector facing the rear on each side so that each reflector is not more than 400mm from the outer side.

Notes:

a) This exemption applies to an ***"Aggregate Spreader box"*** that is an implement wider than 2.5 metres but not wider than 3.0 metres fitted to the rear of a vehicle and used in construction, repair or maintenance of roads, to evenly distribute aggregate or a similar material.

b) This exemption does not apply to a vehicle designed or constructed specifically as an aggregate spreader vehicle.

c) "Complying" OVERSIZE signs and "Complying" warning flags are described in the "Permit Guidelines for Oversize and Overmass Vehicles" as published by Northern Territory Government agency responsible for the regulation of road vehicles.

Dated 8 April 2015

P.N. Rajan

Registrar of Motor Vehicles

Mechanical Tarping and Safety Harness Systems Width Exemption

NT Government Gazette G15, 15 April 2015

Northern Territory of Australia

Motor Vehicles Act

Exemption from Motor Vehicles (Standards) Regulations

Mechanical Tarping and Safety Harness Systems Width Exemption

I, PAUL NATHAN RAJAN, Registrar of Motor Vehicles, pursuant to section 135 of the *Motor Vehicles Act,* exempt a vehicle described in the Schedule from the requirements of Rule 66(1) of Schedule 6 of the *Motor Vehicles (Standards) Regulations* subject to the following conditions:

a) the vehicle, excluding any part of a Mechanical Tarping System or Safety Harness System, must not be wider than 2.5 metres when measured in accordance with Rule 66(2);
b) the vehicle, including any part of a Mechanical Tarping System or Safety Harness System, must not be wider than 2.6 metres;
c) a Mechanical Tarping System or Safety Harness System must not protrude by more than 50mm on either side of the vehicle;
d) any part of a Mechanical Tarping System or Safety Harness System that is wider than 2.5 metres must be higher than 2 metres from the ground; and
e) a copy of this exemption must be carried with the driver of the vehicle and must be presented to an authorised officer, when requested.

Schedule

A vehicle, including a trailer, fitted with one or both of the following:

i. ***'Mechanical Tarping System'*** means a device fitted to a vehicle that is designed to cover the vehicle load with a tarpaulin and/or fabric cover without requiring a person to climb to the top of the vehicle.
ii. ***'Safety Harness System'*** means a device fitted to a vehicle that is designed to prevent or control the risk of a person falling from the top or side of the vehicle.

Dated 8 April 2015

P.N. Rajan

Registrar of Motor Vehicles

4.6 Metre High Semi Trailer Exemption

NT Government Gazette G15, 15 April 2015

Northern Territory of Australia

Motor Vehicles Act

Exemption from Motor Vehicles (Standards) Regulations

4.6 Metre High Semi Trailer

I, PAUL NATHAN RAJAN, Registrar of Motor Vehicles, pursuant to section 135 of the *Motor Vehicles Act,* exempt a semi trailer as described in the Schedule from the requirements of Rule 72(1) of Schedule 6 of the *Motor Vehicles (Standards) Regulations* subject to the following conditions:

a) the overall height of the semi trailer does not exceed 4.6 metres;
b) the semi trailer may be used in any vehicle combination complying with the overall vehicle combination length requirements and is subject to any route height restrictions; and
c) a copy of this exemption must be carried with the driver of the vehicle and must be presented to an authorised officer, when requested.

Schedule

A 4.6 metre high semi trailer is a semi trailer that is designed or constructed and/or loaded so that:

i. the maximum overall height of the semi trailer, including its load, does not exceed 4.6 metres; and
ii. at least 50 percent of the deck length of the semi trailer is not more than 1.2 metres above the ground;

but otherwise complies with requirements for a semi trailer.

Dated 8 April
2015

P.N. Rajan
Registrar of Motor Vehicles

14.6 Metre (48 foot) Semi Trailer Length Exemption

NT Government Gazette G15, 15 April 2015

Northern Territory of Australia

Motor Vehicles Act

Exemption from Motor Vehicles (Standards) Regulations

14.6 Metre (48 foot) Semi Trailer Length Exemption

I, PAUL NATHAN RAJAN, Registrar of Motor Vehicles, pursuant to section 135 of the *Motor Vehicles Act,* exempt a semi trailer described in the Schedule from the requirements of Rule 68(1)(b), Rule 69(1)(a) and Rule 69(1)(d) of Schedule 6 of the *Motor Vehicles (Standards) Regulations* subject to the following conditions:

a) when used in a **single articulated** vehicle combination, overall vehicle combination length does not apply;
b) when used in a **B-double** combination, overall vehicle combination length does not apply, but the distance from the forward most point of articulation of the lead trailer to the rear of the combination shall not exceed 21.6 metres;
c) when used in a **road train** combination, the overall vehicle combination length shall not exceed 53.5 metres and the 14.6 metre semi trailer can only be positioned as the last trailer;
d) when used in a **B-Double** or **road train** combination, travel is restricted to recommended road train routes; and
e) a copy of this exemption must be carried with the driver of the vehicle and must be presented to an authorised officer, when requested

Schedule

A 14.6 metre semi trailer is a semi trailer that is constructed so that:

iii. the maximum overall length of the semi trailer does not exceed 14.6 metres; and
iv. the distance from the point of articulation to the rear of the semi trailer is greater than 12.3 metres but not greater than 13.2 metres;

but otherwise complies with requirements for a semi trailer.

Dated 8 April 2015

P.N. Rajan

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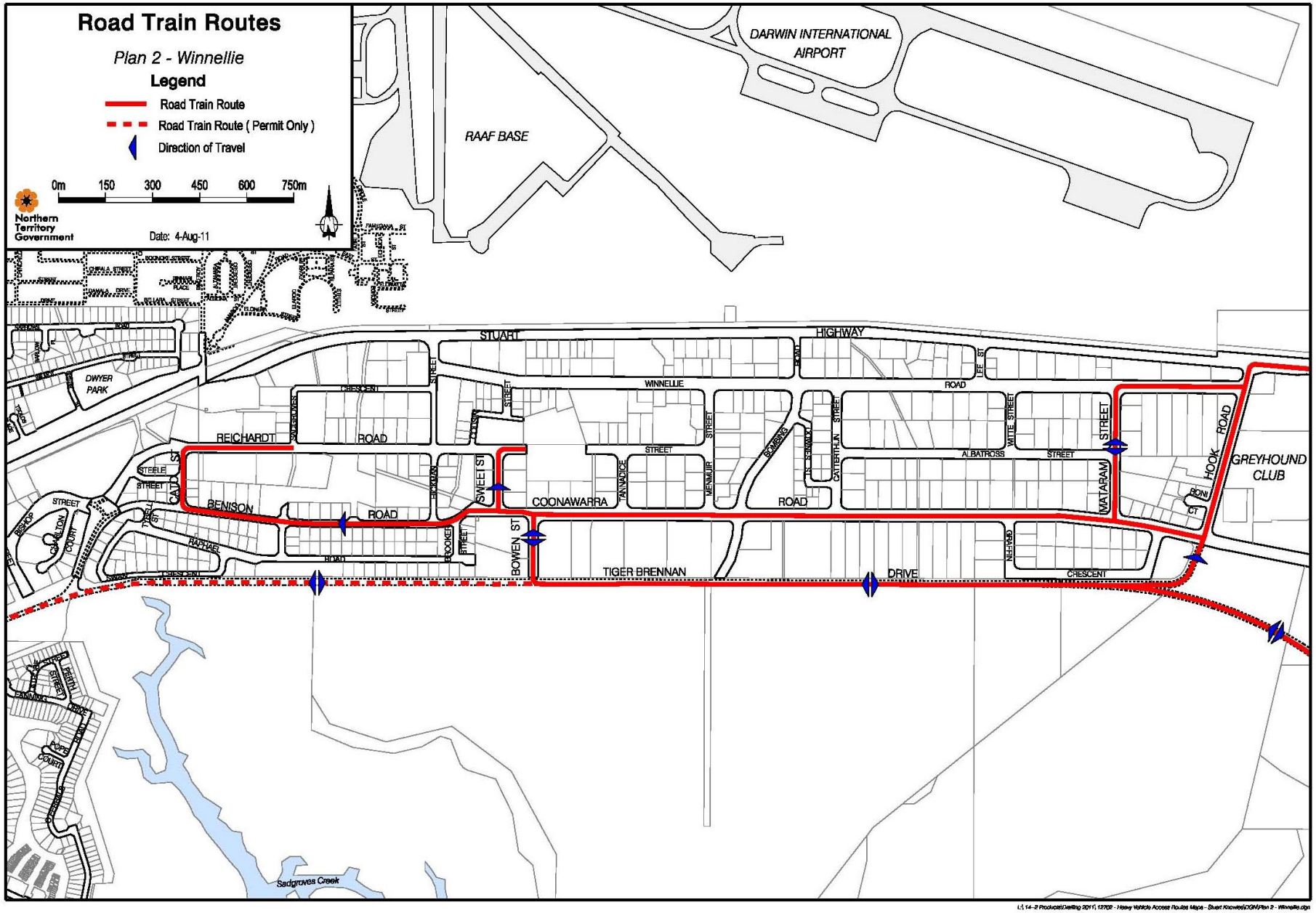
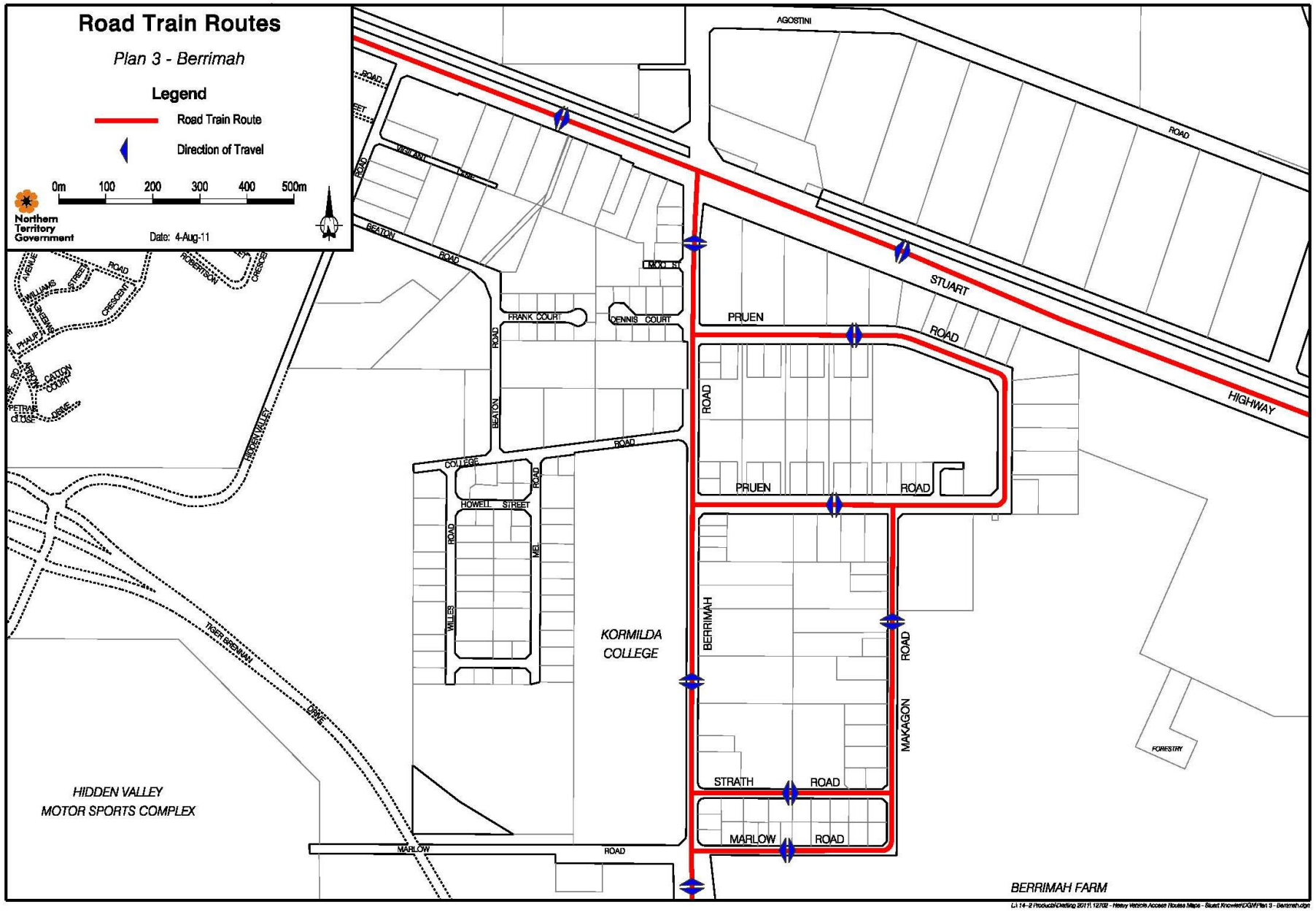
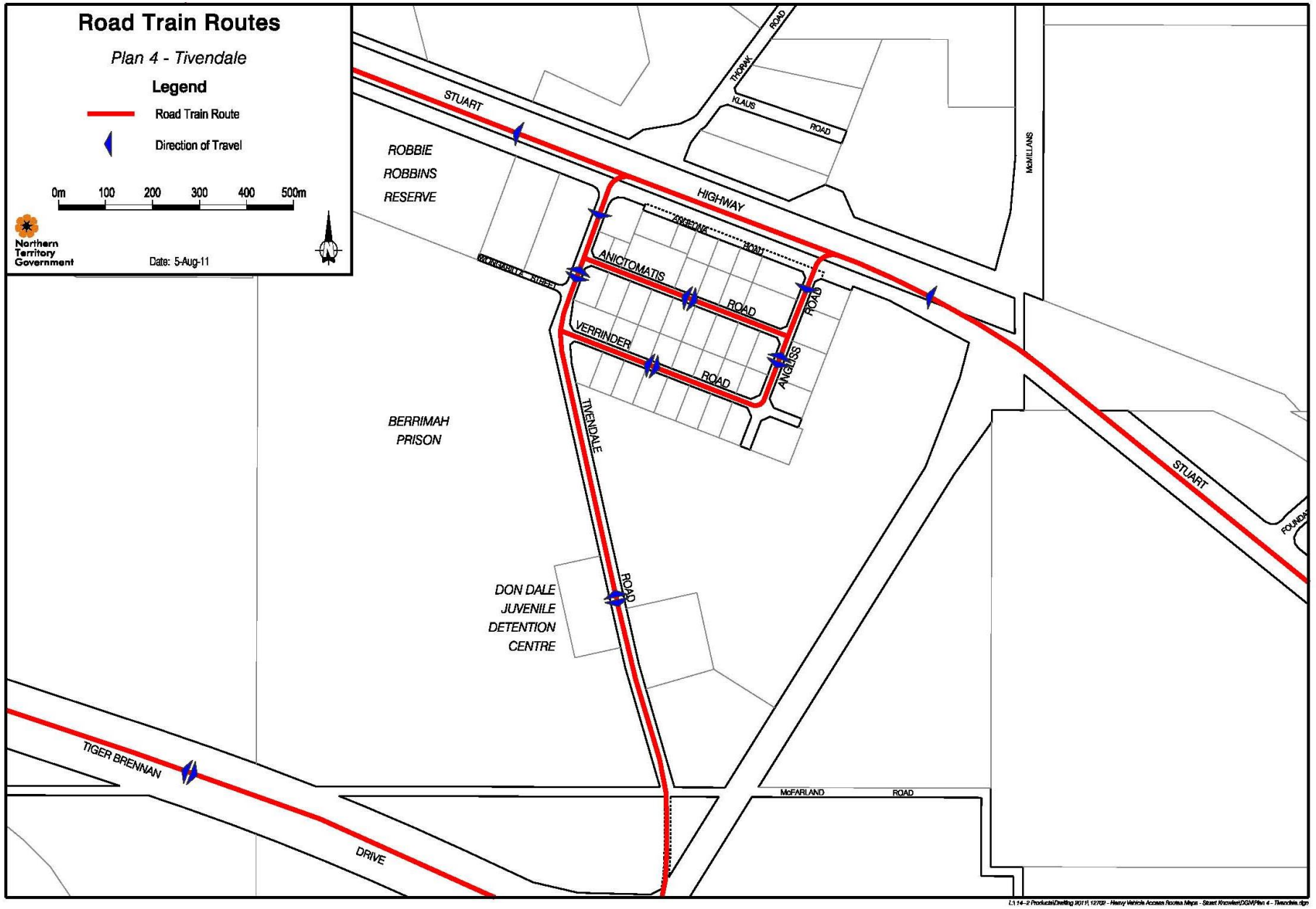
Map 1: Road Train Route - Winnellie



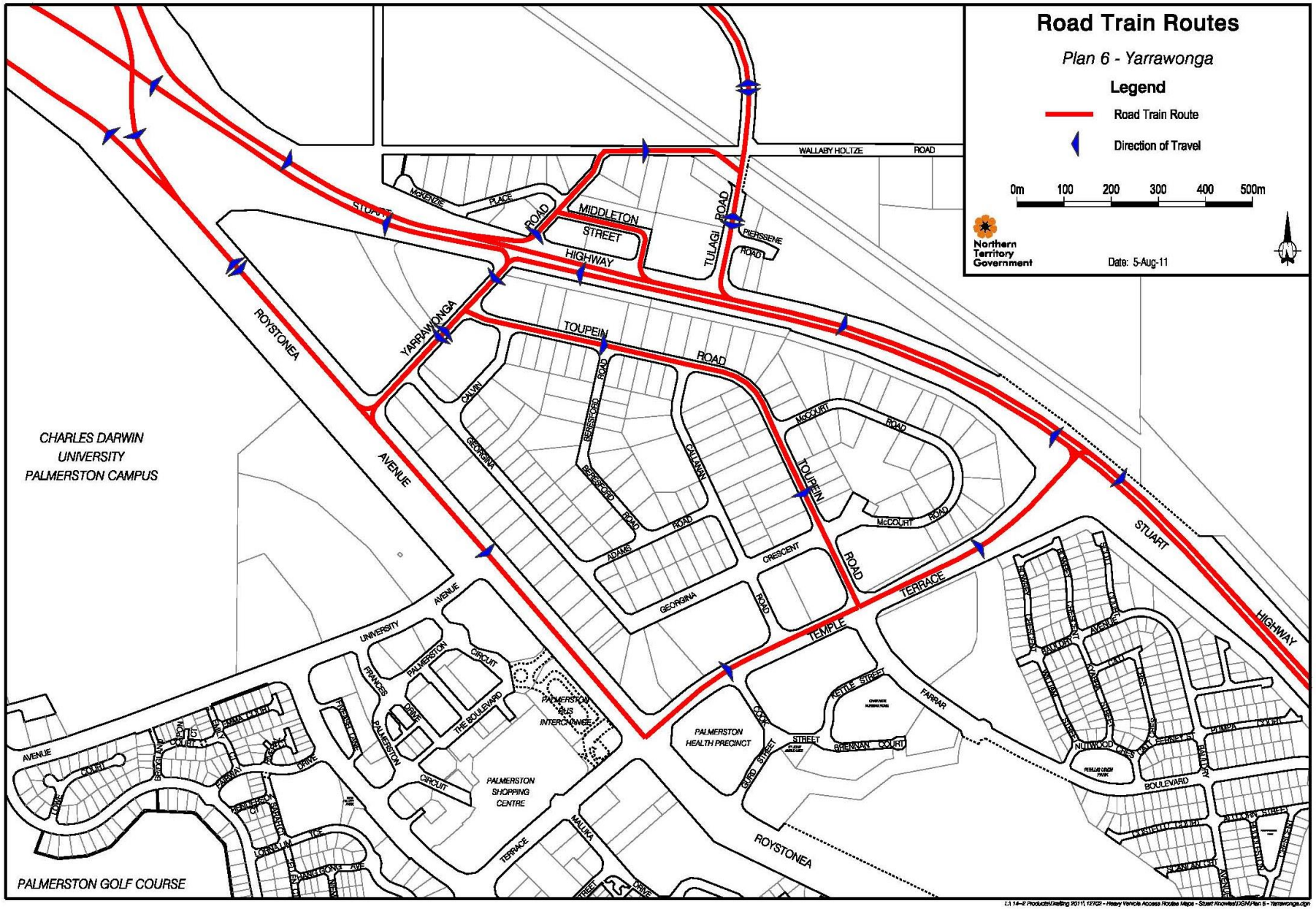
Map 2: Road Train Route - Berrimah



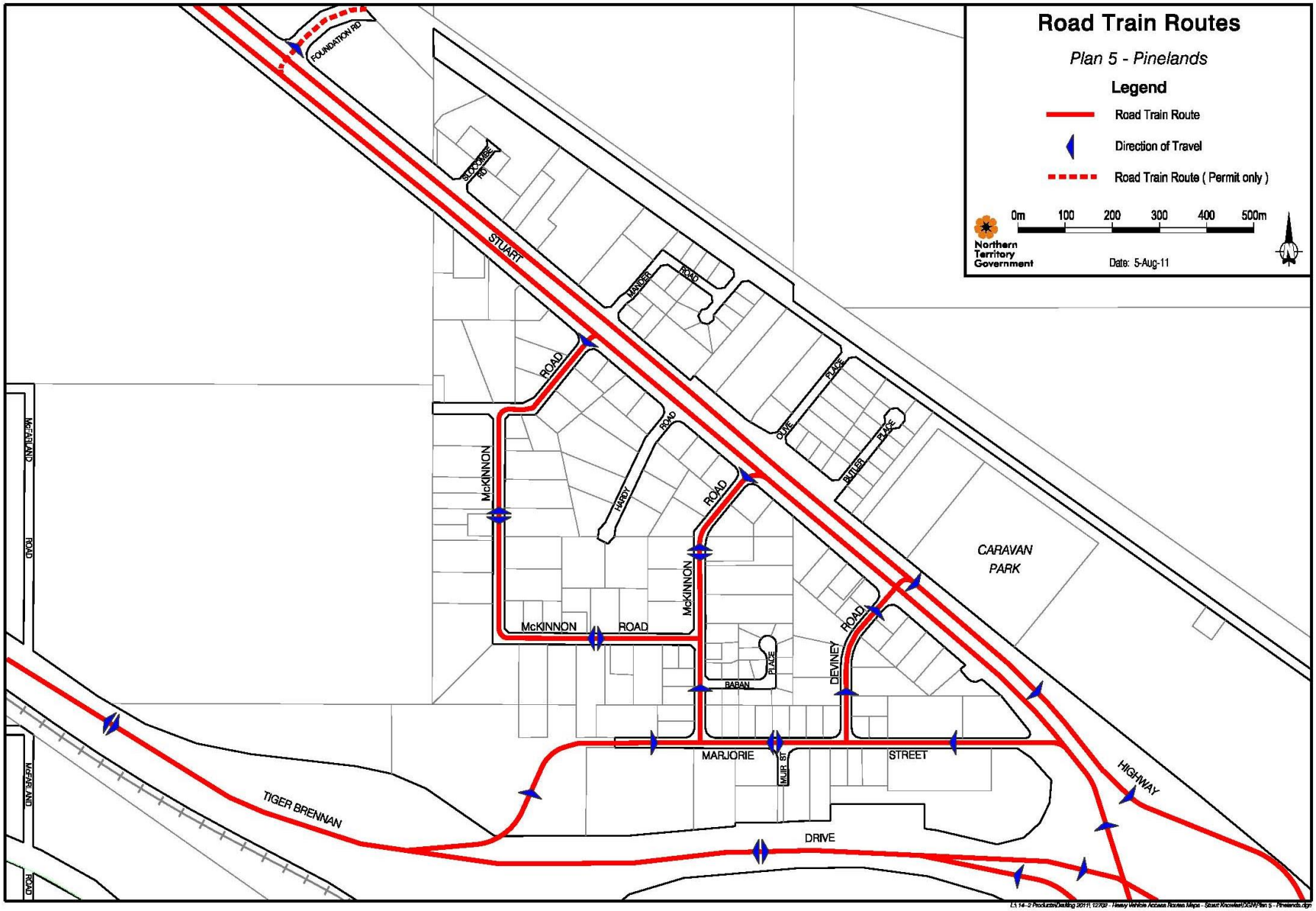
Map 3: Road Train Route – Tivendale



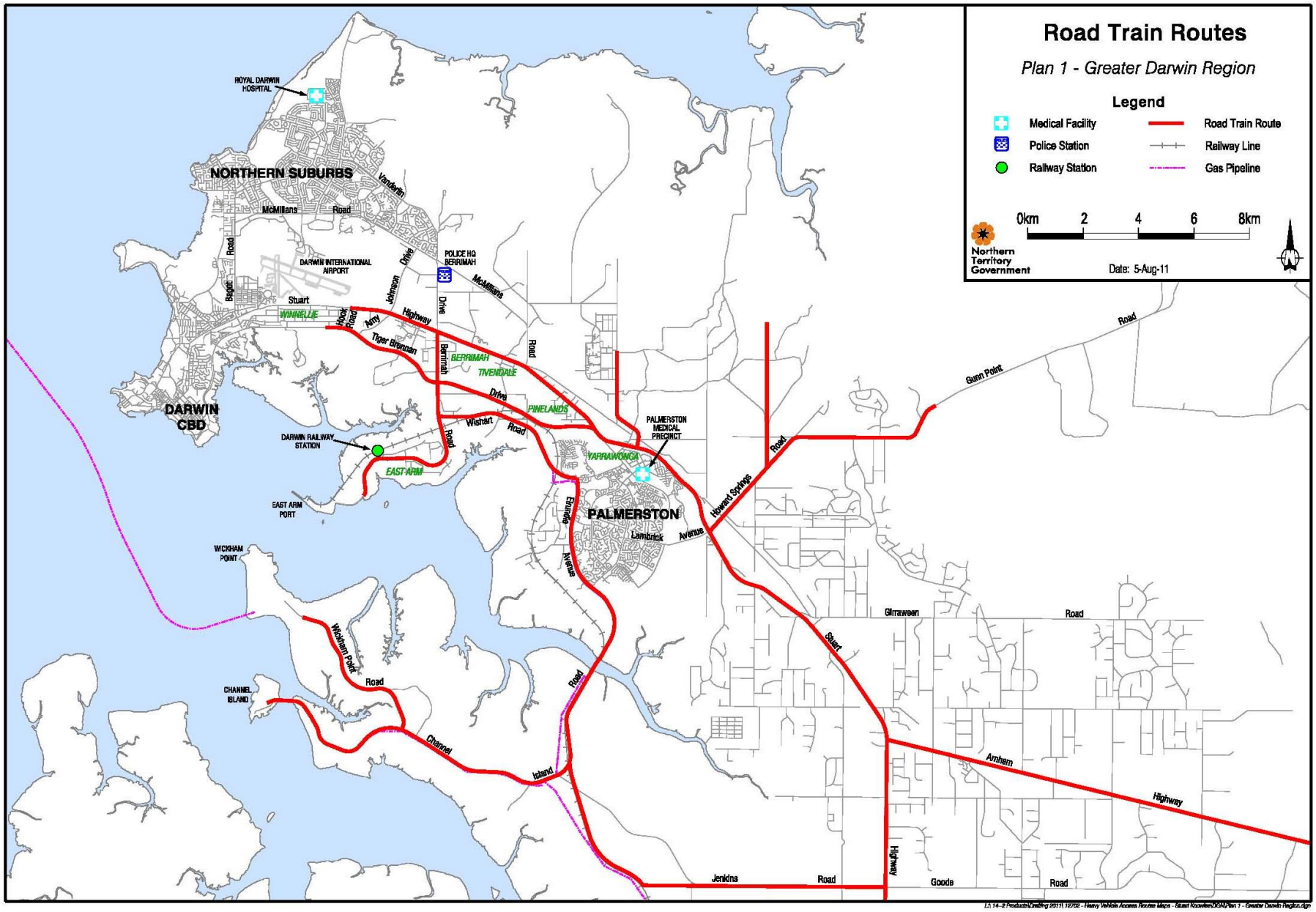
Map 4: Road Train Route - Yarrawonga



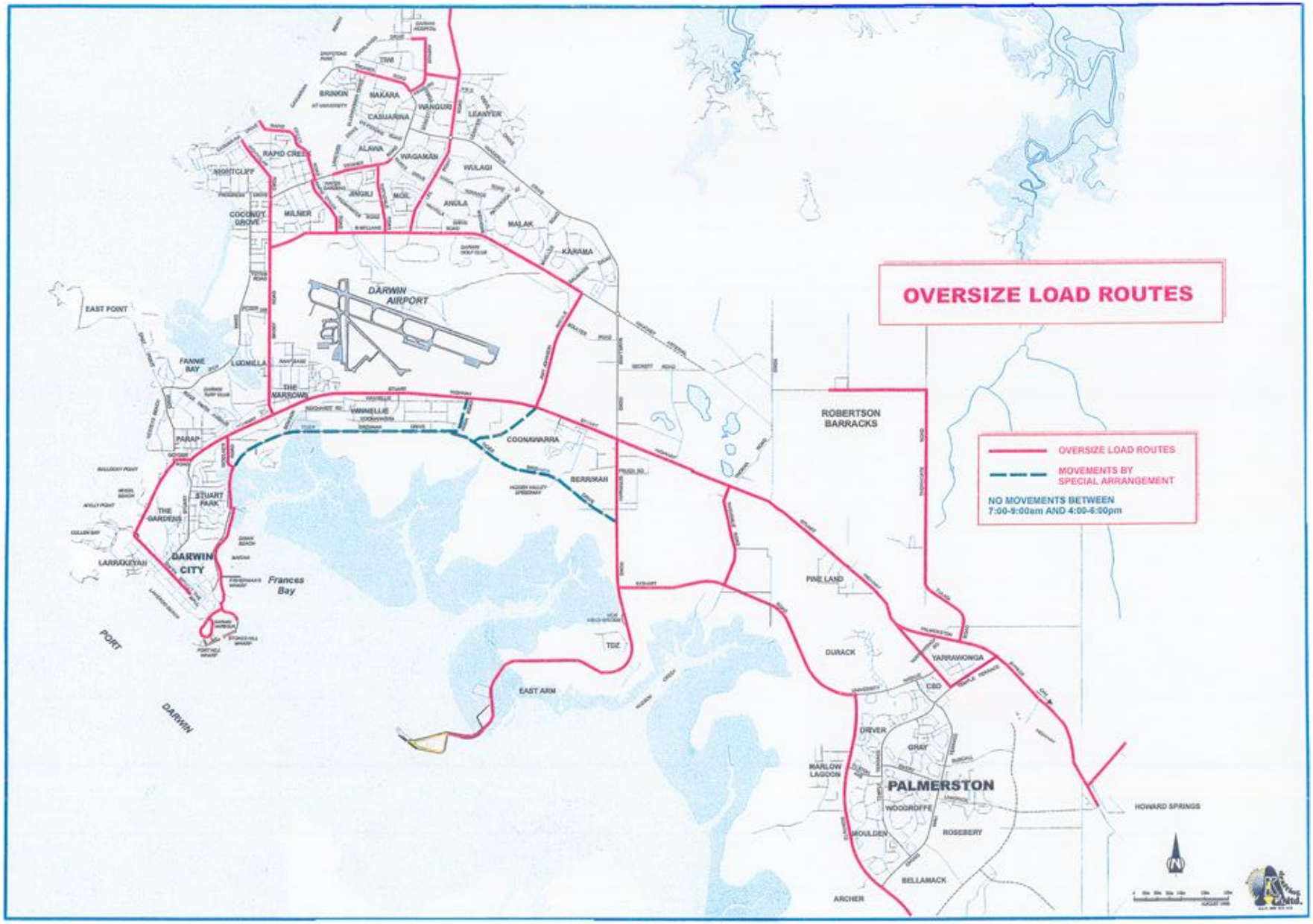
Map 5: Road Train Route – Pinelands



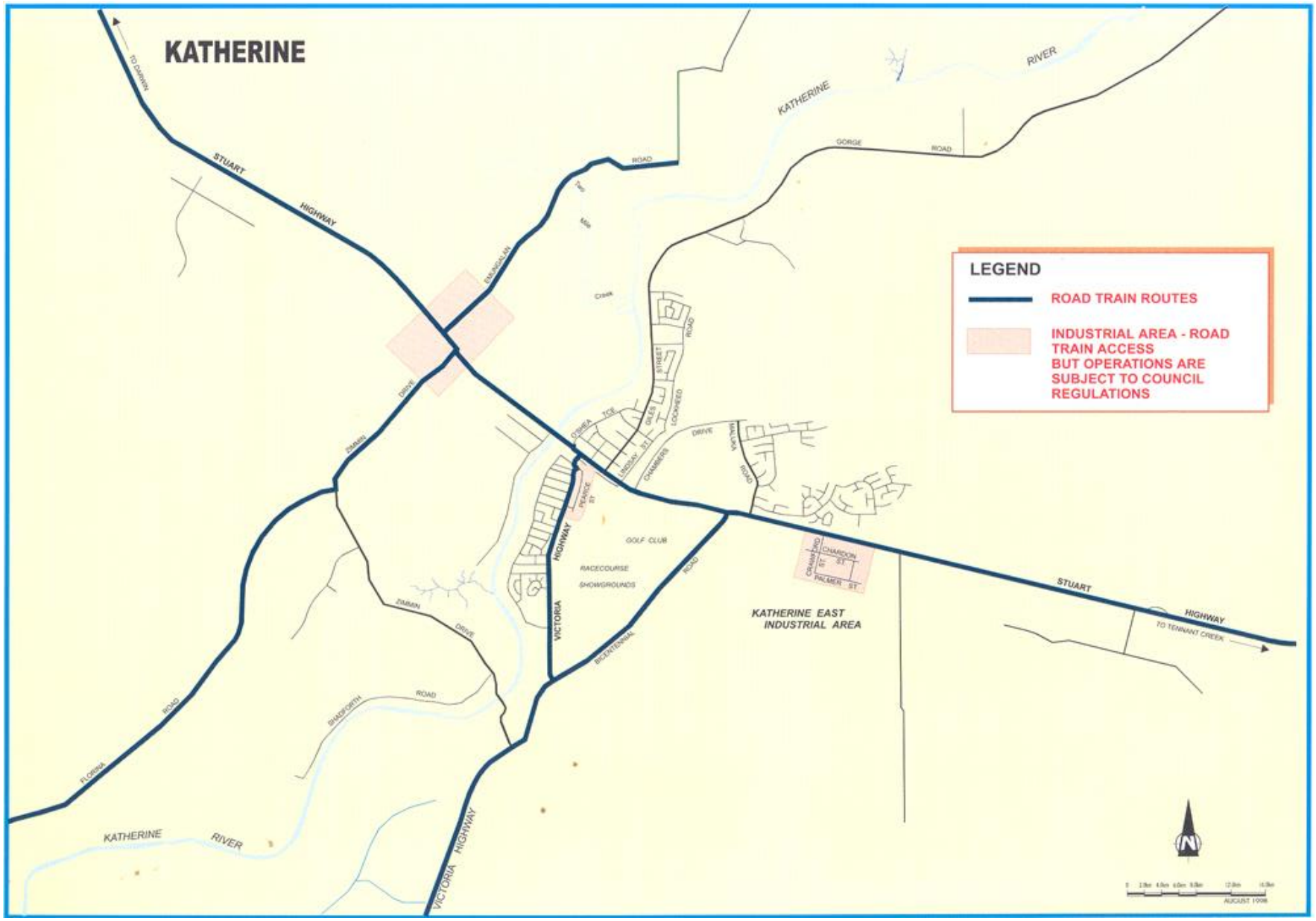
Map 6: Road Train Route – Greater Darwin Region



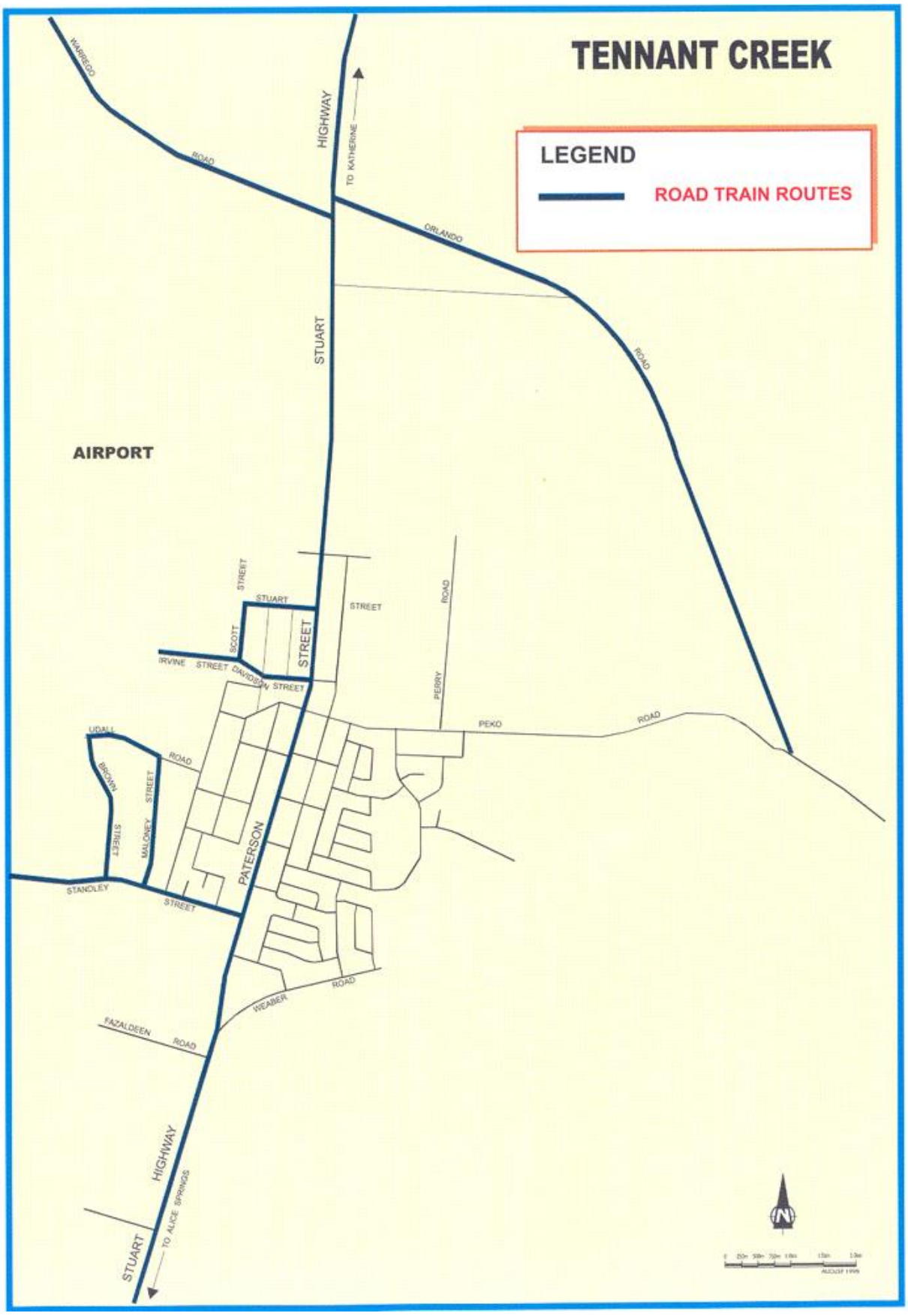
Map 7: Greater Darwin Oversize Load Route



Map 8: Katherine Road Train Route



Map 9: Tennant Creek Road Train Route



Map 10: Alice Springs Road Train Route