HEAVY VEHICLE CLASS DESCRIPTION

### CLASS 1
A heavy vehicle, together with its load, does not comply with the mass and dimension requirements applying to it, and it is:

**SPECIAL PURPOSE VEHICLE**
- [Diagram]

**AGRICULTURAL**
- An agricultural vehicle, other than an agricultural trailer
- An agricultural trailer

**VEHICLES CARRYING INDIVISIBLE ITEMS**
- Articulated Vehicles
  - [Diagram]
- Low loaders
  - [Diagram]
- Platform
  - [Diagram]
- Rigid – when carrying an indivisible item over width
  - [Diagram]

### CLASS 2
Complies with the mass and dimension requirements applying to it and is:

**B-DOUBLE**
- [Diagram]

**ROAD TRAIN**
- Triple Road Train
  - [Diagram]
- B-Triple
  - [Diagram]
- AB-Double (BA Double)
  - [Diagram]
- BUS
  - [Diagram]

### CLASS 2 (Cont)

**LIVESTOCK**
A motor vehicle, or combination, that is higher than 4.3m and is built to carry cattle, sheep, pigs or horses.

**PERFORMANCE BASED STANDARD**
A heavy vehicle that is the subject of a current PBS vehicle approval.

### CLASS 3
Together with its load, does not comply with the mass and dimension requirements and is not a class 1 vehicle.

**Converter Dolly**
- [Diagram]

**19m Truck and Dog**
- [Diagram]

**Vehicle Carrier (Single deck)**
- [Diagram]

### General Mass Limits
General Mass Limits: mass limits that apply generally to a heavy vehicle or to components of a heavy vehicle. E.g. For a vehicle that is neither a class 2 heavy vehicle or a complying bus must not be more than 42.5t (and 19m long).

Last updated: 5/12/2013 9:19 AM

NOTE: This document depicts heavy vehicles operating in SA under the class descriptions adopted by the National Heavy Vehicle Regulator.
(1) A heavy vehicle is a **class 1 heavy vehicle** if it, together with its load, does not comply with a prescribed mass requirement or prescribed dimension requirement applying to it, and—

(a) it is a special purpose vehicle; or

(b) it is an agricultural vehicle other than an agricultural trailer; or

**Note—** See subsection (2) for agricultural trailers.

(c) it—

(i) is a heavy vehicle carrying, or designed for the purpose of carrying, a large indivisible item, including, for example, a combination including a low loader; but

(ii) is not a road train or B-double, or carrying a freight container designed for multi-modal transport.

(2) An agricultural trailer is a **class 1 heavy vehicle**, irrespective of whether it, together with its load, does or does not comply with a prescribed mass requirement or prescribed dimension requirement applying to it.

**Class 2 heavy vehicle:** [s136]

(a) it—

(i) complies with the prescribed mass requirements and prescribed dimension requirements applying to it; and

(ii) is—

(A) a B-double; or

(B) a road train; or

(C) a bus, other than an articulated bus, that is longer than 12.5m; or

(D) a combination designed and built to carry vehicles on more than 1 deck that, together with its load is longer than 19m or higher than 4.3m; or

(E) a motor vehicle, or a combination, that is higher than 4.3m and is built to carry cattle, sheep, pigs or horses; or

(b) it is a PBS vehicle.

**Class 3 heavy vehicle** [s116(3)]

(a) it, together with its load, does not comply with a prescribed mass requirement or prescribed dimension requirement applying to it; and

(b) it is not a class 1 heavy vehicle

**road condition**—

(a) means a condition directed at—

(i) protecting road infrastructure; or

(ii) preventing or minimising an adverse effect on the community arising from noise, emissions or traffic congestion or from other matters stated in approved guidelines; or

(iii) preventing or minimising significant risks to public safety arising from heavy vehicle use that is incompatible with road infrastructure or traffic conditions; but

(b) does not include a condition requiring the installation of equipment or another thing in a vehicle unless the equipment or thing is required to be installed in the vehicle for an intelligent access condition imposed in connection with a condition directed at the matters mentioned in paragraph (a)(i), (ii) or (iii).

**route assessment,** in relation to a mass or dimension authority, means an assessment of the road infrastructure in the areas or on the routes to which the authority is to apply to decide the impact the grant of the authority will have, or is likely to have, on the road infrastructure.

**travel condition** means a condition directed at ensuring that access to a stated route or area is limited to either or both of the following—

(a) stated days or hours (or both);

(b) travel in a stated direction.

**vehicle condition** means a condition directed at ensuring a vehicle can operate safely on roads

**Heavy Vehicle National Law (South Australia Act) 2013 – Division 2 – Definitions (s10)**

(i) the Minister to whom the administration of the Road Traffic Act 1961 is committed is declared to be the **road authority**; and

(j) an authority, person or body responsible for the care, control or management of a road is declared to be a **road manager**

**Prescribed mass requirements**

(1) The mass requirements imposed by this Division and Schedules 1 to 5 are prescribed mass requirements for the purposes of section 95 of the Law.

(2) Schedule 1 imposes mass limits that apply generally to a heavy vehicle or to components of a heavy vehicle (**the general mass limits**).

(3) The general mass limits are subject to exceptions (each a **mass exception**) provided under section 7 and Schedules 2 to 5 in relation to a heavy vehicle or a component of a heavy vehicle.

**Mass exceptions**

(1) The mass exceptions are as follows—

(a) the concessional mass limits;

(b) the steer axle mass exception limits;

(c) the quad axle group mass exception limits;

(d) the higher mass limits.