

1987/206



**THE HEAVY MOTOR VEHICLE REGULATIONS 1974,  
AMENDMENT NO. 4**

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PAUL REEVES, Governor-General

ORDER IN COUNCIL

At Wellington this 13th day of July 1987

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to sections 77 and 199 of the Transport Act 1962, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

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ANALYSIS

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| <ol style="list-style-type: none"> <li>1. Title and commencement</li> <li>2. Interpretation</li> <li>3. Certain vehicles deemed to have twin-tyred axles</li> <li>4. Permits to exceed weight limits</li> <li>5. Maximum inflation of tyres increased</li> <li>6. Permits to exceed weight limits in respect of bridges</li> </ol> | <ol style="list-style-type: none"> <li>7. Amount of goods and services tax excluded</li> <li>8. Maximum weight limits</li> <li>9. Consequential amendments</li> <li>10. New Schedule inserted</li> <li>11. Revocation Schedule</li> </ol> |
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REGULATIONS

**1. Title and commencement**—(1) These regulations may be cited as the Heavy Motor Vehicle Regulations 1974, Amendment No. 4, and shall

be read together with and deemed part of the Heavy Motor Vehicle Regulations 1974\* (hereinafter referred to as the principal regulations).

(2) These regulations shall come into force on the 1st day of August 1987.

**2. Interpretation**—Regulation 2(1) of the principal regulations is hereby amended by inserting, after the definition of the term “single-tyred axle” (which forms part of the definition of the term “axle”), the following definitions:

“‘Single standard-tyred axle’ means a single-tyred axle fitted with tyres smaller than—

“(a) A manufacturer’s designated tyre section width of 13 inches or 330 mm and a rim diameter of 24 inches at the bead seat; or

“(b) A manufacturer’s designated tyre section width of 14 inches or 355 mm and a rim diameter of 19.5 inches at the bead seat:

“‘Single large-tyred axle’ means a single-tyred axle that is not a single standard-tyred axle:”.

**3. Certain vehicles deemed to have twin-tyred axles**—Regulation 5 of the principal regulations is hereby amended by adding the following subclause:

“(5) The Secretary may, in respect of any heavy motor vehicle first registered before the 1st day of August 1987 that has single large-tyred axles, by written approval that shall be carried on the vehicle at all times, exempt the vehicle from the weight limit specified for such axles in the Second Schedule to these regulations; and where any such exemption is granted and carried on the vehicle, the single large-tyred axles on the vehicle shall be deemed to be twin-tyred axles.”

**4. Permits to exceed weight limits**—(1) Regulation 7(1) of the principal regulations is hereby amended by omitting the words “not involving a monetary payment in excess of the administrative costs incurred in the permit,”.

(2) Regulation 7 of the principal regulations is hereby amended by inserting, after subclause (1), the following subclauses:

“(1A) The fee for the issue of a permit under subclause (1) of this regulation shall be that specified in Schedule 4A to these regulations.

“(1B) In addition to the fee payable under subclause (1A) of this regulation, no person shall operate any heavy motor vehicle under a permit issued under subclause (1) of this regulation unless, if the controlling authority (being a local authority or a Minister of the Crown) so requires,—

“(a) Security has been given for any special damage that may occur to the road by reason of the operation of the vehicle; or

“(b) The cost of strengthening or reinstating the road, as estimated by the controlling authority, has been paid to the controlling authority; or

\*S.R. 1974/218

Amendment No. 1: S.R. 1974/309

Amendment No. 2: S.R. 1983/283

Amendment No. 3: S.R. 1985/145

“(c) A reasonable sum by way of compensation for any damage likely to occur to the road by reason of the operation of the vehicle, as estimated by the controlling authority, has been paid to the controlling authority.”

**5. Maximum inflation of tyres increased**—Regulation 8 of the principal regulations is hereby amended by revoking subclause (1), and substituting the following subclause:

“(1) No person shall operate any heavy motor vehicle if the air or gas pressure in any pneumatic tyre fitted to the vehicle exceeds,—

“(a) In the case of a bias ply tyre, 700 kilopascals:

“(b) In the case of a radial ply tyre, 825 kilopascals.”

**6. Permits to exceed weight limits in respect of bridges**—(1) Regulation 11 (16) of the principal regulations is hereby amended by omitting the words “not involving a monetary payment in excess of the administrative costs of issuing the permit,”.

(2) Regulation 11 of the principal regulations is hereby amended by inserting, after subclause (16), the following subclauses:

“(16A) The fee for the issue of a permit under subclause (16) of this regulation shall be that specified in Schedule 4A to these regulations.

“(16B) In addition to the fee payable under subclause (16A) of this regulation, no person shall operate any heavy motor vehicle under a permit issued under subclause (16) of this regulation unless, if the controlling authority (being a local authority or a Minister of the Crown) so requires,—

“(a) Security has been given for any special damage that may occur to any bridge by reason of the operation of the vehicle; or

“(b) The cost of strengthening or reinstating the bridge, as estimated by the controlling authority, has been paid to the controlling authority; or

“(c) A reasonable sum by way of compensation for any damage likely to occur to the bridge by reason of the operation of the vehicle, as estimated by the controlling authority, has been paid to the controlling authority.”

**7. Amount of goods and services tax excluded**—The principal regulations are hereby amended by inserting, after regulation 18, the following regulation:

“18A. It is hereby declared that the fees fixed under these regulations are exclusive of any goods and services tax payable under the Goods and Services Tax Act 1985.”

**8. Maximum weight limits**—The Second Schedule to the principal regulations is hereby amended by revoking Tables Nos. 1 and 2, and substituting the following tables:

Table No. 1—Maximum Weights on Individual Axles

Type of Axle	Classification of Road	
	Class I Kilograms	Class II Kilograms
Single standard-tyred .. ..	5 400	5 400
Single large-tyred .. ..	7 200	6 300
Twin-tyred .. ..	8 200	7 300
Oscillating .. ..	9 500	8 200

Table No. 2—Maximum Sum of Axle Weights on 2 Axles Less Than  
1.8 Metres Apart

Type of Axle	Classification of Road	
	Class I Kilograms	Class II Kilograms
Two single standard-tyred axles ..	10 800	10 800
Single standard-tyred axle with single large-tyred axle or twin tyred axle	12 000	11 000
Single standard-tyred axle with oscillating axle .. ..	13 000	12 000
All other combinations .. ..	14 500	12 500

**9. Consequential amendments**—(1) The First Schedule to the principal regulations is hereby amended by omitting the footnote to Form B, and substituting the following footnote:

- “S = Single standard-tyred axle
- SL = Single large-tyred axle
- T = Twin-tyred axle
- (4) = 4-tyred oscillating axle
- (8) = 8-tyred oscillating axle”

(2) Form D in the First Schedule to the principal regulations is hereby amended by omitting the last sentence, and substituting the following sentence:

“Attention is drawn to the scale of infringement fees rising to \$850 per axle and \$1,000 for groups of axles for infringements of these limits.”

(3) The Third Schedule to the principal regulations is hereby amended by omitting the footnote, and substituting the following footnote:

- “S = Single standard-tyred axle
- SL = Single large-tyred axle
- T = Twin-tyred axle
- (4) = 4-tyred oscillating axle
- (8) = 8-tyred oscillating axle”

**10. New Schedule inserted**—The principal regulations are hereby amended by inserting, after the Fourth Schedule, the Schedule 4A set out in the Schedule to these regulations.

**11. Revocation**—The Declaration of Twin Tyred Axles published in the *Gazette* of 1979 at page 2102 is hereby revoked.

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SCHEDULE  
NEW SCHEDULE 4A TO PRINCIPAL REGULATIONS

Reg. 10

“SCHEDULE 4A  
Fees for Permits

Regs. 7 (1A), 11 (16A)

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Application for each single, multiple trip, or linked permit where 3 or more working days available for processing .. ..	18.18
Application for each single, multiple trip, or linked permit where less than 3 working days available for processing .. ..	27.27
Application for each continuous permit where 3 or more working days available for processing .. .. . . .	54.55
Application for each continuous permit where less than 3 working days available for processing .. .. . . .	63.64
Application for renewal of each continuous permit where 3 or more working days available for processing .. ..	9.09
Application for renewal of each continuous permit where less than 3 working days available for processing .. ..	18.18

## NOTES:

1. A linked permit is a permit that applies to any vehicle only when used in conjunction with another vehicle for which a permit is also required.
2. A continuous permit is a permit relating to a vehicle that is used frequently and does not have a divisible load.”

C. J. HILL,  
for Clerk of the Executive Council.

## EXPLANATORY NOTE

*This note is not part of the regulations, but is intended to indicate their general effect.*

These regulations increase the maximum permitted weight on a single-tyred axle on a Class II road from 5000 kg to 5400 kg for single standard-tyred axles.

Weight limits for single large-tyred axles are also established.

In the case of single large-tyred axles on vehicles first registered before 1 August 1987 the Secretary may grant exemptions that have the effect of deeming those axles to be twin-tyred axles.

The regulations also increase the maximum permitted air or gas pressure of tyres from 620 kilopascals to 700 kilopascals for bias ply tyres and 825 kilopascals for radial ply tyres.

Provision is also made for controlling authorities to require security to be given for potential damage to roads and bridges by overweight vehicles, or for the prepayment to the controlling authority of the estimated costs of reinstating the road or bridge or reasonable compensation for likely damage.

Fees are prescribed for the issue of permits.

References to maximum infringement fees that are included in the notices given under the principal regulations for information only are updated.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 16 July 1987.

These regulations are administered in the Ministry of Transport.