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PERTH: WEDNESDAY, 9th FEBRUARY

[1966

Crown Law Department,
Perth, 8th February, 1966.

THE undermentioned Regulations, made under the provisions of the Traffic Act, 1919-1965 and amended from time to time prior to 21st January, 1966, are reprinted as so amended, pursuant to the Reprinting of Regulations Act, 1954, by authority of the Minister for Justice.

R. C. GREEN,
Under Secretary for Law.

Traffic Act, 1911-1965.

REGULATIONS.

Published in the *Government Gazette* on the 25th June, 1963, and incorporating the amendments thereto published in the *Government Gazette* on the 16th December, 1963, and the 26th October, 1965, and reprinted pursuant to the Reprinting of Regulations Act, 1954.

Reprinted pursuant to the Reprinting of Regulations Act, 1954, by authority of the Minister for Justice, dated 8th February, 1966.

Schedule.
Regulations.

- Citation. 1. These regulations may be cited as the Traffic (Vehicle Weights) Regulations, 1963.
- Revocation. 2. Division 5 of Part IV of, and the Eighth and Tenth Schedules to, the Traffic Regulations, 1954, are revoked.
- Interpretation. 3. (1) In these regulations, unless the context otherwise requires—
- Amended by G.G. 26/10/65, p. 3756. "Act" means the Traffic Act, 1919, as amended; "aggregate weight", in relation to a motor vehicle, means the permitted aggregate of the tare of, and the load borne by, the vehicle, calculated or determined in accordance with the provisions of, and permitted under, these regulations;
- "goods vehicle" means any motor vehicle constructed, equipped or fitted for the conveyance of goods or merchandise, and includes a tractor that is designed and used for drawing other vehicles, although not constructed or designed for carrying any load independently or for carrying any part of the load of the vehicle that it draws;
- "laden weight", in relation to a motor vehicle, means the aggregate of the tare and the load borne by the vehicle while on a road, as ascertained in accordance with the provisions of regulation 6 of these regulations;
- "loadmeter" means a portable, mechanical device capable of ascertaining the supported weight on portion of a motor vehicle;
- "manufacturer's gross vehicle weight" means the weight of a goods vehicle recorded by the Commissioner of Police as the maximum laden weight recommended by the manufacturer, by specification or otherwise, at which that vehicle, or a motor vehicle of the same make and class or series, or a similar class or series, should be operated.
- "specification" includes any printed catalogue, handbook or other trade printed matter issued by the manufacturers of, and relating to, any motor vehicle, plant, machinery or equipment;
- "supported weight" means the weight supported by an axle, tandem axle group, wheel or tyre of a motor vehicle and transmitted to the road by any wheels or tyres of which the centres are included between parallel, transverse, vertical planes, extending across the full width of the vehicle;
- "tandem axle group" means two or more co-ordinated and linked axles equipped with suspension devices for the purpose of equalising the proportion of the load carried by each axle;
- "tare", in relation to a motor vehicle means the net weight of the vehicle unloaded and includes the weight of any fuel contained in the fuel tanks of the vehicle and any tools ordinarily carried for the purpose of servicing the vehicle.

(2) Unless the context otherwise requires, words and expressions used in these regulations have the same respective meanings as are given them in, and for the purposes of, the Act.

4. (1) A motor vehicle shall not be licensed to carry a load that, together with the tare of the vehicle, would cause the laden weight of the vehicle to exceed any of the weights mentioned in paragraphs (a) or (b) of subregulation (2) of this regulation.

Restrictions on loading of vehicles. Cf. former reg. 170.

(2) A person shall not drive, use or suffer or permit any person in his employ to drive or use, a motor vehicle of which the laden weight exceeds—

Amended by G.G. 26/10/65, p. 3756.

- (a) that prescribed as the aggregate weight of the vehicle, determined in accordance with this regulation;
- (b) the aggregate weight prescribed for its class, calculated in accordance with the Table in Appendix "A" to these regulations;
- or
- (c) the aggregate weight of the vehicle, as set out in the licence issued for that vehicle.

(3) Without limiting the generality of subregulation (2) of this regulation, a person shall not drive, use, or suffer or permit any person in his employ to drive or use, a motor vehicle of which the supported weight exceeds—

- (a) on any single tyre—5,000 lb.;
- (b) on any single axle, fitted with single tyres—10,000 lb.;
- (c) on any single axle fitted with dual tyres—18,000 lb.;
- (d) on any tandem axle group, fitted with single tyres—20,000 lb., in the aggregate, or 10,000 lb. on any one axle of the group;
- or
- (e) on any tandem axle group, fitted with dual tyres—29,000 lb., in the aggregate, or 18,000 lb. on any one axle of the group;

or, in any case, exceeds the carrying capacity of the tyre or rim, as prescribed by any regulation made under the Act.

(4) Without limiting the generality of subregulations (2) and (3) of this regulation, the aggregate weight of a goods vehicle may be determined in the case of—

- (a) a vehicle, not being an articulated vehicle, by adding to the manufacturer's gross vehicle weight for that vehicle, if not exceeding 5,500 lb. (49 cwt.), 5 per centum thereof; and
- (b) a vehicle, not being an articulated vehicle, by adding to the manufacturer's gross vehicle weight for that vehicle, if exceeding 5,500 lb. (49 cwt.), 10 per centum thereof; and
- (c) an articulated vehicle, where the manufacturer's gross vehicle weight has been fixed for the tractor (prime mover type) for use as component of an articulated unit, by adding to that weight 10 per centum thereof; and
- (d) an articulated vehicle, where the manufacturer's gross vehicle weight is known for the tractor (prime mover type), as a standard table-top vehicle, only, by adding, to the sum of that weight and 10 per centum thereof, 66½ per centum of that sum;

but, where any aggregate weight determined or calculated in accordance with this subregulation exceeds that determined or calculated as provided by paragraph (b) of subregulation (2) of this regulation, the latter shall be taken as the aggregate weight.

(5) Except as provided by subregulation (6) of this regulation, where the manufacturer's gross vehicle weight of a goods vehicle licensed for the first time after the commencement of these regulations is not recorded by the Commissioner of Police, the aggregate weight of that vehicle may be determined under subregulation (4) of this regulation, by taking the recorded manufacturer's gross vehicle weight of a vehicle of similar construction as being the manufacturer's gross vehicle weight of the vehicle first in this subregulation mentioned.

(6) In the case of a trailer of which the manufacturer's gross vehicle weight is not recorded by the Commissioner of Police, the aggregate weight shall be determined by adding, to the sum of the tare of the trailer and the weight determined by the owner as the weight it is capable of carrying, 10 per centum of that sum; but the aggregate weight of a trailer shall not, in any case, exceed 66 $\frac{2}{3}$ per centum of the aggregate weight, calculated in accordance with these regulations, of the motor vehicle by which it is drawn.

(7) Where a goods vehicle has been added to, altered or modified, at any time after manufacture, the owner thereof may apply to the Commissioner of Police for the determination of a greater aggregate weight than that determined in accordance with the provisions of this regulation; and the Commissioner of Police shall, upon being satisfied that, having regard to the component parts of the vehicle, the addition, alteration or modification is such as to increase the safe loading limits of the vehicle, determine and authorise a greater aggregate weight; and, where a greater aggregate weight is so authorised, that shall be the aggregate weight of the vehicle.

(8) A person shall not drive, use, or suffer or permit any person in his employ to drive or use, a goods vehicle, on and after the 1st January, 1966, unless the aggregate weight of the vehicle and the tare, distinguished, respectively, by the letters "A" and "T", are painted, on the right hand side of the vehicle, in block letters and numerals of at least two inches in height, and are maintained, so as to be clearly legible at a distance of 15 feet.

(9) A person who, in contravention of subregulation (2) of this regulation, drives a motor vehicle of a laden weight greater than the aggregate weight therein prescribed, or having a supported weight greater than that prescribed by subregulation (3) of this regulation, on a road, shall not, on being required by a member of the Police Force or a traffic inspector to remove the load, or as much of it, by which the aggregate weight is exceeded, continue to drive the vehicle on the road, until he has complied with that requirement.

(10) The provisions of subregulations (4) to (9) inclusive of this regulation do not apply to—

- (a) a trailer having a tare of less than 5 cwt.;
- (b) a caravan;
- (c) a station wagon or estate car; or
- (d) any motor vehicle comprising an excavator, road grader, road roller or bulldozer, or other machine or apparatus, which is not capable of carrying a load, other than its tools, spare parts, fuel, water, oil or other accessories for use in connection with that vehicle.

(11) Nothing in this regulation authorises a person to drive, use, or permit the driving or using of, a motor vehicle, on a road, in contravention of the provisions of any other regulation made under the Act.

Special permits to carry excess weights.
Cf. former regs. 170, 170A.
Amended by G.G. 26/10/65 p. 3756-7.

5. (1) Notwithstanding any other provision of these regulations, the Minister may authorise the Commissioner of Police, or the Commissioner of Main Roads, to issue a permit, upon payment of the prescribed fee, permitting—

- (a) the laden weight of a vehicle to exceed the aggregate weight of the vehicle prescribed for its class, to the extent of such extra load, on such road or roads, and subject to such conditions, as may be specified in the permit; and
- (b) any maximum supported weight prescribed by subregulation (3) of regulation 4 of these regulations to be exceeded, to the extent of such extra weight, on such road or roads, and subject to such conditions, as may be specified in the permit;

and the owner or driver of the vehicle may, thereupon, subject to any conditions specified in the permit, convey by that vehicle the extra load or weight, on the road or roads specified in the permit.

(2) The fee payable for a permit issued pursuant to subregulation (1) of this regulation is—

- (a) in the case of a licensed vehicle, an annual amount of six pounds for every ton or portion of a ton by which the permitted extra weight exceeds the aggregate weight; and
- (b) in the case of a licensed vehicle, for a specified journey only, threepence per ton mile or portion of a ton mile, for that weight that exceeds the aggregate weight,

prescribed for that class of vehicle by paragraph (b) of subregulation (2) of regulation 4 of these regulations.

(3) A person shall not drive, or permit or suffer any person in his employ to drive, a vehicle on a road pursuant to a permit issued under the provisions of this regulation, unless the permit is carried on that vehicle; and the permit shall be produced by the person in charge of the vehicle for inspection by a member of the Police Force or traffic inspector, on demand.

(4) Every person who drives, or permits or suffers any person in his employ to drive, a vehicle, contrary to any condition specified in a permit issued under this regulation, commits an offence and the Commissioner of Police or the Commissioner of Main Roads (as the case may be) may, thereupon, direct the permit to be cancelled.

6. (1) Without limiting any other provision of this regulation, the laden weight, or the tare, of a motor vehicle or the supported weight on part of a motor vehicle may be ascertained by weighing the vehicle, or part of the vehicle (as the case may require), on a registered public weighbridge, or on any weighbridge that has been verified under the provisions of the Weights and Measures Act, 1915.

Ascertainment of load weights. Cf. former reg. 171.

(2) For the purpose of ascertaining the weight of the load carried by a motor vehicle, the quantities of the various goods set out in Appendix "B" to these regulations are deemed to be of the equivalent weight, in tons, as therein shown.

(3) The supported weight on any part of a motor vehicle may be ascertained by a loadometer known as the "Black and Decker Drive-on Loadometer," the "Hi-way Loadometer" or any loadometer approved for use by the Minister; and in every case a weight so ascertained, less 5 per centum thereof, shall be deemed to be the actual weight.

(4) Notwithstanding the provisions of subregulation (1) of this regulation, and in any event, the laden weight or (in the case of a motor vehicle not carrying a load) the tare, of a motor vehicle computed from an aggregation of the relevant supported weights, ascertained pursuant to the provisions of subregulation (3) of this regulation, shall be taken as being the laden weight or (as the case may be) the tare of the vehicle.

(5) Where the laden weight of, or the weight of the load carried by, or the supported weight on, a motor vehicle cannot be, or cannot conveniently be, ascertained by any other means provided by this regulation, if the load comprises assembled plant, machinery or equipment of any kind, the weight of that load may be ascertained by reference to the manufacturer's specification (if any) relating to that plant, machinery or equipment and the weight therein specified is deemed to be the weight of the plant, machinery or equipment.

(6) For the purposes of subregulation (5) of this regulation, there is a presumption that any printed matter purporting to be a specification is a specification, in the absence of proof to the contrary.

(7) The driver or person in charge of a motor vehicle shall comply with any reasonable direction, given by a member of the Police Force or a traffic inspector, for the purpose of ascertaining any of the weights in this regulation mentioned.

(8) The ascertainment of any weight by any means provided by this regulation is subject to a person's rights under section 43 of the Act.

Offences.

7. Every person who contravenes the provisions of these regulations commits an offence.

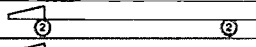
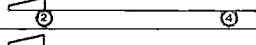
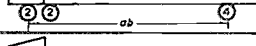
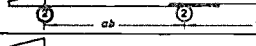
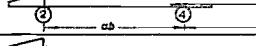
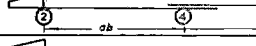
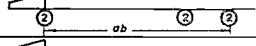
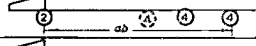
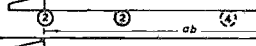
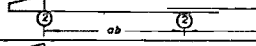
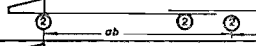
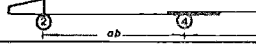
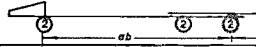
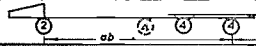
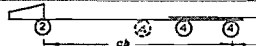
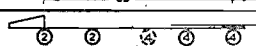
Penalty: For a first offence—twenty pounds; and for any subsequent offence—fifty pounds.

Appendix "A."

The Table.

Part I.

PERMISSIBLE GROSS LOADS—DIAGRAMMATIC TABULATION.

CLASS	TYPE OF VEHICLE	AXLE SPACING DIMENSIONS	Gross weight of vehicle including load in TONS
A		Gross load limited by number of tyres	9
B		Gross load limited by number of tyres	12½
B ^A		ab over 12ft. and under 20ft.	15-17*
		ab over 20ft.	17
C		Gross load limited by number of tyres	13½
D		Gross load limited by number of tyres	17
E		ab+wb over 22ft. and under 30ft.	18-20*
		ab+wb over 30ft.	20
F		Gross load limited by number of tyres	13½
G		ab over 16ft. and under 20ft.	16-17*
		ab over 20ft.	17½
G ^A		ab over 16ft. and under 36ft. ab over 36ft.	18-22* 22
H		ab+wb over 16ft. and under 22ft.	17
		ab+wb over 22ft.	18
I		ab+wb over 16ft. and under 34ft.	16-21½*
		ab+wb over 34ft.	21½
J		ab+wb over 16ft. and under 47ft.	18-25 ⁱⁱ
K		ab+wb over 16ft. and under 36ft.	16-22½*
		ab+wb over 36ft.	22½
L		ab+wb over 16ft. and under 47ft.	18-25 ⁱⁱ
M		ab+wb over 16ft. and under 47ft.	18-25*
M ^A		ab+wb over 16ft. and under 47ft.	18-25 ⁱⁱ

* For permitted loadings within this range, see weights set out in Part II of this Table; but note that the permitted loadings shown in Part I above take precedence over those shown in Part II, below.

NOTES—(see subregulation (3) of this regulation):

- (1) No single tyre to carry more than 5,000 lb.
- (2) No axle with two tyres to carry more than 10,000 lb.
- (3) No axle load to exceed 18,000 lb.
- (4) No tandem axle group with single wheels to carry more than 20,000 lb., or 10,000 lb. on any one axle of the group.
- (5) No tandem axle group with dual wheels to carry more than 29,000 lb., or 18,000 lb. on any one axle of the group.
- (6) Where group of three axles shown read two or more axles.
- (7) All loadings subject to any regulation restricting weights on tyres and rims.

Part II.
PERMITTED WEIGHTS IN RELATION TO AXLE SPACING.

Extreme Axle Spacing in Feet.	Permissible Gross Weight.		Extreme Axle Spacing in Feet.	Permissible Gross Weight.	
	Tons.	Cwt.		Tons.	Cwt.
0 to 3½	8	0	27 to under 28	19	8
3½ to under 8	13	0	28 " 29	19	14
8 " 9	13	7	29 " 30	20	0
9 " 10	13	14	30 " 31	20	6
10 " 11	14	1	31 " 32	20	12
11 " 12	14	8	32 " 33	20	18
12 " 13	14	15	33 " 34	21	3
13 " 14	15	2	34 " 35	21	9
14 " 15	15	9	35 " 36	21	15
15 " 16	15	16	36 " 37	22	1
16 " 17	16	3	37 " 38	22	7
17 " 18	16	10	38 " 39	22	12
18 " 19	16	16	39 " 40	22	18
19 " 20	17	2	40 " 41	23	4
20 " 21	17	8	41 " 42	23	10
21 " 22	17	13	42 " 43	23	16
22 " 23	17	19	43 " 44	24	2
23 " 24	18	5	44 " 45	24	8
24 " 25	18	11	45 " 46	24	14
25 " 26	18	17	46 " 47	25	0
26 " 27	19	3			

The number of tyres per axle or vehicle limit permissible weight tonnages. Permissible gross weight tonnages shown in the diagrammatic tabulation in Part I of this Table take precedence over tonnages shown in Part II above.

Amended by
G.G.
16/12/63
p. 3875.

Appendix "B."
BASIS FOR ASCERTAINING WEIGHT OF LOAD
BY MEASUREMENT.

Produce.

Bananas	22 standard cases	= 1 ton
Barley	15 bags of 3 bushels	= 1 ton
Bran	20 standard bags	= 1 ton
Butter	40 boxes	= 1 ton
Chaff	24 standard bags	= 1 ton
Flour	15 bags of 150 lb. each	= 1 ton
	45 bags of 50 lb. each	= 1 ton
Fruit	40 one-bushel cases	= 1 ton
Hay (in sheaves)	300 c. ft.	= 1 ton
Hay (pressed)	135 c. ft.	= 1 ton
Milk and other liquids and cream	224 gallons	= 1 ton
Oats	18 bags of 3 bushels	= 1 ton
Onions	12 bags of 180 lb. each	= 1 ton
Pollard	20 standard bags	= 1 ton
Potatoes	15 bags of 140 lb. each	= 1 ton
Straw (loose)	450 c. ft.	= 1 ton
Straw (pressed)	200 c. ft.	= 1 ton
Wheat	12 bags of 3 bushels	= 1 ton
Wheat (in bulk)	48 c. ft.	= 1 ton
Wool (unwashed)	7 bales	= 1 ton
Wool (washed)	10 bales	= 1 ton

Road Metal and Materials, Stone, Etc.

Bitumen	5½ drums	= 1 ton
Bitumen emulsion (when carried in drums of 16 gauge (light) metal each of capacity 44 gal- lons (7.1/25 c. ft.))	6 drums when full	= 1.3 tons
Bricks—		
Pressed—250 dry or 235 wet		= 1 ton
Wire cuts—285 dry or 265 wet		= 1 ton
Sand lime—320 dry or 300 wet		= 1 ton
Tapestry—330 dry or 300 wet		= 1 ton
Light Weight insulation—440 dry or 405 wet		= 1 ton
Cement and sand—300 dry or 280 wet		= 1 ton
Cement	24 jute bags	= 1 ton
	24 paper bags	= 1 ton
Crushed granite or diorite	23 c. ft.	= 1 ton
Crushed quartzite	24 c. ft.	= 1 ton
Crushed slag	18 c. ft.	= 1 ton
Earth and sand	25 c. ft.	= 1 ton
Gravel	20 c. ft.	= 1 ton
Iron in all forms	4½ c. ft.	= 1 ton
Lime	18 bags	= 1 ton
Limestone (build- ing)	32 c. ft.	= 1 ton
Spalls, granite or diorite	20 c. ft.	= 1 ton
Spalls, quartzite	21 c. ft.	= 1 ton
Spalls, gravel lumps, laterite or ironstone	27 c. ft.	= 1 ton
Spalls, limestone	29 c. ft.	= 1 ton
Fencing posts, split	35 c. ft.	= 1 ton
Firewood, jarrah, split, 6ft. lengths	80 c. ft.	= 1 ton
Firewood, jarrah 3 to 6ft. lengths (branch timber)	95 c. ft.	= 1 ton
Firewood, jarrah blocks (mill waste)	70 c. ft.	= 1 ton
Firewood, banksia, 6ft. lengths	100 c. ft.	= 1 ton
Jarrah and karri (sawn) fitches and bauks	30 c. ft.	= 1 ton
Jarrah scantling	35 c. ft.	= 1 ton
Jarrah flooring	40 c. ft.	= 1 ton
Lining boards Baltic, white, any thickness	85 c. ft.	= 1 ton

Lining boards			
Baltic, red, any thickness	80 c. ft.	....	= 1 ton
Oregon (sawn)	60 c. ft.	....	= 1 ton
Piles, logs and telegraph or electric light poles—rough—30 c. ft. = 1 ton; 50 c. ft.		....	= 33 cwt.
Piles, logs and telegraph or electric light poles—squared, sawn or hewn—30 c. ft.		....	= 1 ton
Sandalwood and sandalwood pieces—110 c. ft. or 27 bags of 3 bushels		....	= 1 ton
Scaffold poles	40 c. ft.	....	= 1 ton
Sleepers, jarrah	30 c. ft.	....	= 1 ton
Sleepers, wandoo	28 c. ft.	....	= 1 ton
Miscellaneous.			
Beer—			
½ hogsheads	5.7	....	= 1 ton
Kilderkins:			
18 gallons (wood)	8.2	....	= 1 ton
18 gallons (steel)	9.1	....	= 1 ton
10 gallons (wood)	14	....	= 1 ton
10 gallons (steel)	15.5	....	= 1 ton
5 gallons (wood)	26.1	....	= 1 ton
Cases:			
4 dozen packed (wood)	11.9	....	= 1 ton
5 dozen without lids (wood)	10.1	....	= 1 ton
5 dozen with lids (wood)	9.9	....	= 1 ton
5 dozen (iron)	10.3	....	= 1 ton
Dieseline—diesel fuel (when carried in drums, 16 gauge (light) metal each of capacity 44 gallons (7.1/25 c. ft.))	6 drums, when full	....	= 1.1 tons
Furniture (loose)	50 c. ft.	....	= 1 ton
Fuel oils	250 gallons	....	= 1 ton
Gypsum	40 c. ft.	....	= 1 ton
Kerosene	280 gallons	....	= 1 ton
Lubricating oils	250 gallons	....	= 1 ton
Lubricating oil—(when carried in drums of 16 gauge (light) metal each of capacity of 44 gallons (7.1/25 c. ft.))	6 drums, when full	....	= 1.2 tons
Manures (Artificial)—Superphosphate	12 bags	....	= 1 ton
Manures (Artificial)—Potato	14 bags	....	= 1 ton
Merchandise (not otherwise enumerated)	50 c. ft.	....	= 1 ton

Motor spirit and petrol	320 gallons	....	....	= 1 ton
Motor spirit—aviation gasoline, lighting kerosene, white spirit, mineral turpentine (when carried in drums of 14 gauge (heavy) metal each of capacity 44 gallons (7.1/25 c. ft.))	6 drums, when full	....	....	= 1.1 tons
Motor spirit—lighting kerosene, white spirit, mineral turpentine, power kerosene (when carried in drums of 16 gauge (light) metal each of capacity 44 gallons (7.1/25 c. ft.))	6 drums, when full	....	....	= 1 ton
Power kerosene—(when carried in drums of 14 gauge (heavy) metal each of capacity 44 gallons (7½ c. ft.))	6 drums, when full	....	....	= 1.2 tons
Tiles—Cement	358	....	....	= 1 ton
Tiles—Terracotta	320	....	....	= 1 ton