CARRYING LOADS
INFORMATION SHEET

REAR OVERHANG: (ROH)

The “rear overhang” of a vehicle means the distance between the rear overhang line and the rearmost point of the vehicle, inclusive of any load.

The 'rear overhang line', of a vehicle, is;
- The centre line of the rear axle if there is a single axle at the rear of the vehicle; or
- The centre line of the rear axle group if there is an axle group at the rear of the vehicle.

The maximum rear overhang of a rigid vehicle, including any load is the lesser of;
- 3.7 metres or
- 60% of the wheelbase.

The maximum length of a rigid vehicle, inclusive of any load carried is 12.5 metres.

The maximum length of a truck and trailer or prime mover and semi trailer, inclusive of any load carried is 19.0 metres.

If the load exceeds the allowable dimensions a more appropriate vehicle must be used.

Definitions:

- W/B = Wheelbase
- ROH = Rear Overhang
- m = Metres

Example: W/B = 3.00m

\[ \text{ROH} = \frac{\text{W/B}}{2} \times 60\% \]

= 1.80m  Maximum permitted 1.8m

These pictures apply equally to sedans, vans, wagons and utilities.
NOTE: Attaching a trailer **DOES NOT** permit a greater rear overhang on the towing vehicle.

**REAR OVERHANG ON TRAILERS**

**Dog trailers**

The rear overhang must not exceed the lesser of:

- a) 60% of the wheelbase, or
- b) 3.7 metres

**Pig trailers & other trailers**

The rear overhang must not exceed the **lesser of**:

- a) The length of the load-carrying area, forward of the rear overhang line, or
- b) 3.7 metres
Standard Light Vehicle Box Trailer

Where $A^* =$ Load Carrying area forward of Rear Overhang Line
The rear overhang must not exceed the lesser of:

a) The length of the load-carrying area, forward of the rear overhang line, or

b) 3.7 metres

NOTE: The same rules apply for box, boat, bike and car trailers. Trailers with multiple axles, the rear overhang line is the central point of the axle group.

Semi Trailers:

The ROH must not exceed the lesser of:

a) 60% of the distance between the point of articulation at the front of the trailer and the ROH line, or

b) 3.7m

Projection of Loads

All loads must be carried in a manner that minimises the dimensions and must be carried on the most appropriate vehicle.

Never carry a load that projects in a way that is dangerous to a person or property, even if the dimension limits and warning requirements meet and comply with the regulations.

Any load carried must not obscure any required lighting or the vehicle number plate.

A load must not project more than:

- 1.2 metres in front of the vehicle or,
- The allowable rear overhang dimension for the class of vehicle and
  - If permitted and the overhang exceeds 1.2m rearward from the end of the vehicle, during operation in daylight hours (between sunrise & sunset), a red, yellow or combined red and yellow flag that is at least 30cm x30 cm must be affixed to the rear extremity of the load, and
  - If the same vehicle is operated as above during hours of darkness (between sunset & sunrise), a red light that is visible for 200 metres is affixed to and clearly displayed at the rear extremity of the load.
Side Projections

A vehicle and load must not exceed 2.5 metres in width. A load on a vehicle must not project more than 150mm beyond either side of the vehicle or be more than 2.5 metres overall, whichever is less.

These measurements apply equally to sedans, vans, wagons and utilities.
Restraint (security) of Loads

All loads carried upon vehicles must be restrained in accordance with the Performance Standards of the latest version of the Load Restraint Guide issued by the NTC (National Transport Commission).

Loads must be restrained to prevent unacceptable movement during all expected conditions of operation. The load restraint system must therefore satisfy the following requirements:

- The load should not become dislodged from the vehicle.
- Any load movement should be limited, such that in all cases where movement occurs, the vehicle's stability and weight distribution cannot be adversely affected and the load cannot become dislodged from the vehicle.

To achieve this, the load restraint system must be capable of withstanding the forces that would result if the laden vehicle were subjected to each of the following separately:

- 0.8 ‘g’ deceleration in a forward direction,
- 0.5 ‘g’ deceleration in a rearward direction,
- 0.5 ‘g’ deceleration in a lateral direction, and
- 0.2 ‘g’ deceleration in a vertical direction,

**NOTE:** ‘g’ (the acceleration due to gravity), is equal to 9.81 metres/sec/sec for the purpose of these standards.
