

No. PL-30 (106)/82

*Dated the 12th May, 1983*

To

The CEs, PWD, of all States/UTs dealing with Roads

Subject : Assignment of RLW/SAW of transport vehicles — reference to Central Government and rating of existing weak bridges

The attention of the State Government is drawn to the recent amendments to the Motor Vehicles Act, 1939 and the Government of India Notification dated 25.9.1982 specifying the maximum safe laden weight and safe axle weight of motor vehicles.

2. The above notification has the effect of superseding all the notifications issued by the State Govts. in respect of fixation of RLW/SAW. (Registered Laden Weight/Safe Axle Weight).

3. For the purpose of easy comprehension and to serve as a guide, the maximum safe laden weights of typical transport vehicles are given in Appendix 1 to this letter.

4. The State Transport authorities responsible for registering the vehicles would no doubt be required to follow the instructions given in the notification. However, it would be necessary that the State Govts./UTs take action as per the provisions of section 74 of the Motor Vehicles Act for the purpose of restricting the weight that may be carried in any specified areas or on any specified roads in the interest of public safety and convenience or because of the nature of any road or bridge. For this, suitable notifications shall be required to be issued by the State Govts./UTAs wherever required. It may also be added that necessary traffic signs indicating the prohibitions or restrictions near such places should also be put up for the information of all concerned. For assisting the State Govt. in the issuance of such notifications, it would be essential that the State departments dealing with roads immediately undertake the task of determining the rating of existing bridges and culverts and having the same notified through the State Transport Authorities. For the purpose of rating the bridges and culverts, guidance can be taken from the Indian Roads Congress, Special Publication No. 9 : Report on Rating of Bridges. Suitable steps may also be taken to identify specific roads, if any, as are not at all capable of carrying the single axle loads of 10.2 tonnes and arrange for their suitable strengthening programme being undertaken to meet the needs of traffic.

5. For the movement of heavy consignments both in terms of size and weight, special relaxations over those indicated in the Central Govt. notification No. 690 E dated 25.9.82 and No. 846 E dated 10.12.82 are involved. While the State Govts. have been empowered to grant relaxation in respect of dimensions of vehicles under specific circumstances, references have to be made to the Central Govt. for relaxation in respect of loads higher than the prescribed loads on specific routes. For dealing with such references in the

Central Govt., apart from other details, the recommendation of the concerned State Govt. is required for relaxation along with detailed drawings/design of the vehicle, a certificate of the State PWD regarding worthiness of the concerned roads, bridges and culverts etc. In this context a circular has already been addressed by the Ministry to the State Transport Secretaries/Transport Commissioners of all State Govts./UTAs with copy to State PWD Secretaries. A copy of the same (Appendix 2) is also enclosed for information and necessary action by the State CEs.

6. For major industrial and power projects, it is desirable to make arrangements for the movement of heavy consignments which may *inter alia* involve certain weak bridges and culverts on specific routes. Such requirements should be identified well in advance and suitable action taken by the State Govts. in respect of State roads, for undertaking necessary measures for replacement or strengthening of existing weak bridges and culverts.

7. As regards bridges on NHs which require urgent attention for such purposes, reference may be made to this Ministry for arranging further action.

8. The State Govts. may please indicate the steps being taken/proposed to be taken by them for assessing the laden weight of any vehicle using any road at any instant of time.

9. The receipt of this letter may please be acknowledged.

10. It is also requested that the contents of this letter may be brought to the notice of all departments dealing with roads.

### Appendix I

#### MAXIMUM SAFE LADEN WEIGHTS OF TYPICAL TRANSPORT VEHICLES

Transport Vehicles		Maximum Safe Laden Weight	Maximum Safe Axle Weight
(1)		(2)	(3)
		Tonnes	Tonnes
<b>A. RIGID VEHICLES</b>			
(i)	One Axle	9.0	3 tonnes front tyre
(ii)	Two-axle		6 tonnes rear axle
(a)	Both axles single tyres	12.0	6 tonnes front axle 6 tonnes rear axle
(b)	Front axle single tyre and rear axle dual tyres	16.2	6 tonnes front axle 10.2 tonnes rear axle
(iii)	Three-axle	24.0	6 tonnes front axle 18 tonnes rear tandem axle
<b>B. SEMI-ARTICULATED VEHICLES</b>			
(i)	Two axle tractor and Single axle trailer	26.4	Tractor 6 tonnes front axle 10.2 tonnes rear axle Trailer 10.2 tonnes rear axle
(ii)	Two axle tractor and Tandem axle trailer	34.2	Tractor 6 tonnes front axle 10.2 tonnes rear axle Trailer 18 tonnes rear tandem axle.
(iii)	Three axle tractor and single axle trailer	34.2	Tractor 6 tonnes front axle 18 tonnes rear tandem axle Trailer 10.2 tonnes rear axle
(iv)	Three axle tractor and tandem axle trailer	42.0	Tractor 6 tonnes front axle 18 tonnes rear tandem axle Trailer 18 tonnes rear tandem axle

<b>C. TRUCK-TRAILER COMBINATIONS</b>			<i>Truck</i>
(i)	Two-axle truck and two axle trailer	36.6	6 tonnes front axle 10.2 tonnes rear axle
			<i>Trailer</i>
			10.2 tonnes front axle 10.2 tonnes rear axle
(ii)	Three axle truck and two axle trailer	44.4	<i>Truck</i> 6 tonnes front axle 18 tonnes rear tandem axle
			<i>Trailer</i> 10.2 tonnes front axle 10.2 tonnes rear axle.
(iii)	Two axle truck and three axle trailer	44.4	<i>Truck</i> 6 tonnes front axle 10.2 tonnes rear axle
			<i>Trailer</i> 10.2 tonnes front axle 18 tonnes rear axle
(iv)	Three axle truck and three axle trailer	52.2	<i>Truck</i> 6 tonnes front axle 18 tonnes rear tandem axle
			<i>Trailer</i> 10.2 tonnes front axle 18 tonnes rear tandem axle

Appendix 2

No. TW/TGM-11/83

Dated the 30th March, 1983

To

The Transport Secretaries/Transport Commissioners of all State Govts./U.Ts.

Subject : References to Central Govt. for approval under Section 36 (1) of the Motor Vehicles Act (1939)

Consequent upon amendment of the Motor Vehicles Act, 1939 by which the powers to assign RLW/SAW have been vested in the Central Government, a large number of cases are being referred to this Ministry by the State Governments seeking relaxation even when they fall within the prescribed weight/dimensions limits automatically qualifying for assigning of RLW/SAW by the State Transport Authorities in the registration certificate.

2. In this connection, it is clarified that by virtue of the powers vested in the Central Government to assign RLW/SAW as per latest amendment of the Motor Vehicles Act, 1939, the Central Government has issued Notification No. 690 E dated 25.9.1982 which prescribe the ceilings of permissible RLW/SAW for different types of transport vehicles. The State Transport Authorities are empowered under Section 24 of the Act to assign RLW/SAW. While granting registration, what has to be ensured is that the RLW/SAW are within the ceilings prescribed in the Notification No. 690 E dated 25.9.82.

3. Similarly, overall dimensions of the vehicles have also been prescribed as per "Overall Dimensions of Transport Vehicles and Tyres Rules, 1982", in the Notification No. 846 E dated 10.12.82. Here also the provisions empower State Governments to grant relaxations in respect of length, width etc. under specific circumstances.

4. Reference to the Central Government, therefore, would be necessary when the relaxation is required in respect of particular vehicle specifically in favour of the operator when that vehicle has to carry loads higher than prescribed load on specific routes. Here also it is to be on the recommendation of the concerned State Govt. who after due examination would recommend relaxation and forward the same along with detailed drawings/design of the vehicle, a certificate of the State PWD regarding worthiness of the concerned roads/bridges/culverts, etc. Thus in this way, the proposals in respect of vehicles articulated or semi-articulated along with prime-mover, involving individual axle loads over and above the weight specified in this Ministry's notification dated 25.9.1982 will continue to be referred to the Government of India. The cases falling within the ceilings prescribed in Notification Numbers 690-E and 846-E as referred to above need not be referred.