

## વાહન વ્યવહાર કમિશનરશ્રીની કચેરી,

ડૉ.જીવરાજ મહેતા લવન, બ્લોક નંબર-૬ બીજો-ત્રીજો માળ

જુના સચિવાલય ગાંધીનગર Email-cotjdt@gmail.com ફોન.૫૧૩૬૩,૫૧૩૬૫

નં.એમવીએ/ડ્રાઈવિંગ લાયસન્સ/ઓન/ ૪૯૭૬

તારીખ: ૦૩/૦૮/૨૦૧૮

પ્રતિ,

પ્રાદેશિક વાહન વ્યવહાર અધિકારીશ્રી, તમામ.

સહાયક પ્રાદેશિક વાહન વ્યવહાર અધિકારીશ્રી, તમામ.

આરટીઓ ચેકપોસ્ટો, તમામ.

વિષય: Revision of Safe Axle Weights for Transport Vehicles and enforcement thereof.

અનુ: Ministry of Road Transport & Highways, New Delhi ની પત્ર ક્રમક નં. RT11028/11/2017-MVL, તા.૧૮/૦૩/૨૦૧૮ નોટીફિકેશન.

ઉપરોક્ત નોટીફિકેશન મોટર વ્હીકલ્સ એક્ટ, ૧૯૮૮ ની કલમ-૫૮ (૧) મુજબનું છે. આ કલમ અનુસાર કેન્દ્રીય સરકાર ટ્રાન્સપોર્ટ વાહન માટે મેક્સીમમ ગ્રોસ વ્હીકલ વેઇટ અને મેક્સીમમ સેફએક્સલ વેઇટ (દરેક એક્સલ) માટે ઠરાવે છે. કલમ-૫૮ ની પેટા કલમ-૨ અનુસાર કેન્દ્ર સરકાર દ્વારા નક્કી કરવામાં આવેલ ગ્રોસ વ્હીકલ વેઇટ/મેક્સીમમ એક્સલ વેઇટને રજીસ્ટ્રીંગ ઓથોરીટી દ્વારા વાહનના રજીસ્ટ્રેશન વખતે મોટર કેબ સિવાયના વાહનની આરસીબુકમાં નોંધવાનું હોય છે. આ કલમોની જોગવાઈ મુજબ ભારત સરકારના આ નોટીફિકેશનનો અમલ નવા રજીસ્ટર થતા ટ્રાન્સપોર્ટ વાહનમાં કરવાનો થાય છે. તેથી આ જાહેરનામા મુજબ અમલ કરી તે પ્રમાણે R.C Bookમાં G.V.W. And Safe Axle Weight ની નોંધણી કરવી. જુના વાહનોમાં એટલે કે, આ જાહેરનામાના ઇસ્તુ તારીખ પહેલાં નોંધાયેલા વાહનોમાં ભારત સરકારમાંથી સુચના ન આવે ત્યાં સુધી તેમની R.C. Book માં દર્શાવેલ હોય તે G.V.W. ધ્યાનમાં લેવું.

નવા રજીસ્ટર થતા વાહનોમાં આ જાહેરનામાનો અમલ કરવા જણાવવામાં આવે છે.

બિડાણ: ઉપર મુજબ.

માન કમિશનરશ્રીના આદેશ મુજબ.

**AKHIL GUJARAT TRUCK TRANSPORT ASSOCIATION**  
REC. DT. : 04-08-2018

ખાસ કરજ પરના અધિકારી,  
ગુજરાત રાજ્ય, ગાંધીનગર

No. RT11028/11/2017-MVL  
Government of India  
Ministry of Road Transport & Highways  
(Transport Division)  
Transport Bhawan, 1, Parliament Street, New Delhi - 110001

Dated, the 18<sup>th</sup> of July, 2018

To

- (i) The Chief Secretaries of All States and Administrators of UTs;
- (ii) Director Generals Police of all States/Union Territories;
- (iii) Principal Secretaries/ Secretaries (Transport) of all States/ UTs;
- (iv) Transport Commissioners of all States/ UTs.

**Subject: Revision of Safe Axle Weights for Transport Vehicles and enforcement thereof.**

Sir,

The permissible safe axle weights of goods vehicles were last notified in the year 1983. Over the years, significant improvements have taken place in tyre technology, vehicle design, pavement design etc. The global axle weight norms are higher as compared to the existing Indian norms. The lower axle weight has often been cited as one of the major factors responsible for high logistics cost in India and incidence of overloading. The issue of revision of axle weight was also raised in the Meeting of the Group of Transport Ministers of the States, who recommended to increase the permissible axle weight of transport vehicles.


2. The issue has been examined in the Ministry and the revised maximum safe permissible axle weight for Transport vehicles have been notified by the Ministry vide S.O. 3467E on 16<sup>th</sup> July, 2018. A copy of the notification is enclosed at Annexure 'A'. This notification supersedes the earlier notification dated S.O. 720(E) dated 18<sup>th</sup> October, 1996.

3. The above notification specifies the maximum permissible weight for different configurations of the axles. In order to clarify its impact on the gross vehicle weight (GVW) on vehicles with different axle combinations, an illustrative table has been prepared as a guideline for enforcement agencies. This is enclosed as Annexure 'B' for ready reference. It may be noted that any combination of axles in trucks, tractors and trailers would be permissible subject to overall GVW limits and approval process as per CMVR. No separate notification would be required for individual axle combination.

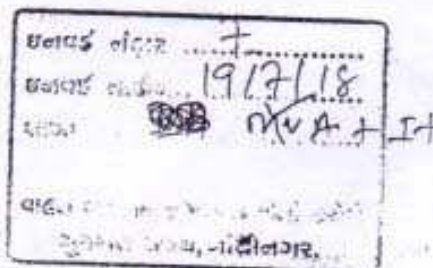
4. It may further be noted that the modular hydraulic trailers may be permitted to carry single indivisible loads of higher values (in terms of dimensions and weight) provided appropriate number of axle row modules are provided and route permissions are taken from the authorities having jurisdiction over area of movement.

5. With the revised permissible weight for the transport vehicles, the state enforcement Authorities are requested to rigorously enforce the regulations and take strict action against overloading by goods vehicles on roads and ensure that such vehicles are stopped and made to unload the excess load before being allowed to proceed further, in addition to levy of penalties under section 194 of the Motor Vehicles Act, 1988.

Yours faithfully

  
(Pradyank Bhardi)  
Director (MVL)

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18/7/18

18/07

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18/07



# भारत का राजपत्र The Gazette of India

असाधारण

EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (II)

PART II—Section 3—Sub-section (II)

प्रधिकार से प्रकाशित

PUBLISHED BY AUTHORITY

सं. 2696]

नई दिल्ली, सोमवार, जुलाई 16, 2018/आषाढ़ 25, 1940

No. 2696]

NEW DELHI, MONDAY, JULY 16, 2018/ASHADHA 25, 1940

सड़क परिवहन और राजमार्ग मंत्रालय

अधिसूचना

नई दिल्ली, 16 जुलाई, 2018

का.आ. 3467(अ).—केंद्रीय सरकार, मोटर वाहन अधिनियम, 1988 (1988 का 59) की धारा 58 की उप-धारा (1) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए तथा भारत सरकार के राजमार्गीय जल-मृदा परिवहन मंत्रालय (परिवहन विभाग) की दिनांक 18 अक्टूबर, 1996 की अधिसूचना संख्यांक का.आ. 728(अ) का अतिक्रमण करते हुए टायरों के आकार, प्रकृति और संख्या को ध्यान में रखते हुए परिवहन वाहनों (मोटर वाहनों को छोड़कर) के संकेत नं प्रत्येक प्रकार की धुरी को अधिकतम सुखत धुरी भार को निम्नानुसार अधिसूचित करती है, अर्थात् :-

| अधिकतम सुरक्षित धुरी भार |   |                          |
|--------------------------|---|--------------------------|
| क्रम सं.                 | धुरी का प्रकार  | अधिकतम सुरक्षित धुरी भार |
| 1.                       | एक धुरी   |                          |
| 1.1                      | एक टायर के साथ एक धुरी  | 3.0 टन                   |
| 1.2                      | दो टायर के साथ एक धुरी  | 7.5 टन                   |
| 1.3                      | चार टायर के साथ एक धुरी   | 11.5 टन*                 |
| 2.                       | टैंक धुरियाँ (दो धुरियाँ) (जहाँ दो धुरियों के बीच की दूरी 1.8 मीटर से कम है)  |                          |
| 2.1                      | दूध वाहनों के लिए टैंक धुरी, ट्रेलर्स और अर्ध-ट्रेलर्स  | 21 टन*                   |
| 2.2                      | हार्डड्रॉमिक और न्यूमेटिक ट्रेलर्स के लिए फुलर ट्रेलर्स के लिए टैंक धुरी  | 26.5 टन                  |
| 3.                       | तीन धुरियाँ (तीन धुरियाँ) (जहाँ बाहरी धुरियों के बीच की दूरी 3 मीटर से कम है)                                       |                          |
| 3.1                      | तीन धुरियों के दूध वाहनों, ट्रेलर्स और अर्ध-ट्रेलर्स  | 27 टन*                   |
| 4.                       | धुरी चक्रों के साथ (दो धुरियाँ प्रत्येक चार टायर) मीडियम हार्डड्रॉमिक ट्रेलर्स में (एक धुरी के लिए 9 टन भार अनुमति) | 18 टन                    |

\*टिप्पण : यदि वाहन में न्यूमेटिक तायरों का उपयोग है तो प्रत्येक धुरी पर 1 टन अतिरिक्त भार अनुमति होगा।

| Revised Safe Axle Load limits for Transport Vehicles |                                     |  |  |             |              |             |            |             |                 |                           |
|--|-------------------------------------|--|--|-------------|--------------|-------------|------------|-------------|-----------------|---------------------------|
| Sl No  | Type of Vehicle                     | Axle Combination on Tractor  | Axle Combination on Trailer                                  | No of Axles | Single Axles | Tandem Axle | Dual Axles | Tridem Axle | Permissible GVW | Remarks                   |
| 1  | Two Axle Rigid Truck                | Two tyres on front axle and four tyres on rear axle  |  | 2           | 1            | 0           | 1          | 0           | 19              |                           |
| 2  | Three Axle Rigid Truck              | Two tyres on front axle and eight tyres on rear tandem (two) axle                            |  | 3           | 1            | 1           | 0          | 0           | 28.5            |                           |
| 3  | Four Axle Rigid Truck               | Two tyres each on two axles and eight tyres on one tandem (two) axle                         |  | 4           | 2            | 1           | 0          | 0           | 36              |                           |
| 4  | Five Axle Rigid Truck               | Two tyres each on three axles and eight tyres on one tandem (two) axle                       |  | 5           | 3            | 1           | 0          | 0           | 43.5            |                           |
| 5  | Five Axle Rigid Truck               | Two tyres each on two axles, four tyres on one axle and eight tyres on one tandem (two) axle |  | 5           | 2            | 1           | 1          | 0           | 47.5            |                           |
| 6  | Six Axle Rigid Truck                | Two tyres each on four axles and eight tyres on one tandem (two) axle                        |  | 6           | 4            | 1           | 0          | 0           | 49              | To be capped at 49 tonnes |
| 7  | Tractor - semi articulated trailers | Two tyres on front axle and four tyres on rear axle  | Four tyres on single axle                                    | 3           | 1            | 0           | 2          | 0           | 30.5            |                           |
| 8  | Tractor - semi articulated trailers | Two tyres on front axle and four tyres on rear axle  | Eight tyres on tandem (two) axle                             | 4           | 1            | 1           | 1          | 0           | 40              |                           |
| 9  | Tractor - semi articulated trailers | Two tyres on front axle and four tyres on rear axle  | Twelve tyres on a tridem (three) axle                        | 5           | 1            | 0           | 1          | 1           | 46              |                           |
| 10   | Tractor - semi articulated trailers | Two tyres on front axle and eight tyres on rear tandem (two) axle                            | Four tyres on single axle                                    | 4           | 1            | 1           | 1          | 0           | 40              |                           |
| 11   | Tractor - semi articulated trailers | Two tyres on front axle and eight tyres on rear tandem (two) axle                            | Eight tyres on tandem (two) axle                             | 5           | 1            | 2           | 0          | 0           | 49.5            |                           |
| 12   | Tractor - semi articulated trailers | Two tyres on front axle and eight tyres on rear tandem (two) axle                            | Twelve tyres on a tridem (three) axle                        | 6           | 1            | 1           | 0          | 1           | 55              | To be capped at 55 tonnes |
| 13   | Tractor Trailer                     | Two tyres on front axle and four tyres on rear axle  | Eight tyres on two axles                                     | 4           | 1            | 0           | 3          | 0           | 42              |                           |
| 14   | Tractor Trailer                     | Two tyres on front axle and eight tyres on rear tandem (two) axle                            | Eight tyres on two axles                                     | 5           | 1            | 1           | 2          | 0           | 51.5            |                           |
| 15   | Tractor Trailer                     | Two tyres on front axle and four tyres on rear axle  | Four tyres on single axle & Eight tyres on tandem (two) axle | 5           | 1            | 1           | 2          | 0           | 51.5            |                           |
| 16   | Tractor Trailer                     | Two tyres on front axle and eight tyres on rear tandem (two) axle                            | Four tyres on single axle & Eight tyres on tandem (two) axle | 6           | 1            | 2           | 1          | 0           | 55              | To be capped at 55 tonnes |