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Heavy Lift Tow Semi-Trailer Period Permit Operating Conditions

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Contents

DEFINITIONS	4
1 APPLICATION	7
1.1 Approved Vehicles and Operations	7
1.2 Operating in Conjunction with another Permit or Order	7
2 COMPULSORY WA HEAVY VEHICLE ACCREDITATION	7
2.1 Requirement for Accreditation	7
2.2 Effect on the Permit	7
2.3 Non-Application of this Section	7
3 LICENSING REQUIREMENTS	8
3.1 Tow Truck Licence	8
3.2 Licence Conditions	8
4 LOADING CONTROLS	8
4.1 Loading Plan and Auditable Records	8
4.2 On-Board Mass Management Requirements	8
5 MALFUNCTIONS, TAMPERING AND CALIBRATION	8
6 WARNING DEVICES	9
6.1 Warning Lights	9
6.2 Warning Signs	9
7 TOWING RESTRICTIONS	9
7.1 Vehicle Integrity	9
7.2 Control of Towed Vehicles Braking System	9
7.3 Towing Dangerous Goods Vehicles	10
8 DIMENSION REQUIREMENTS	10
8.1 Rear Overhang	10
8.2 Length Limits	10
8.3 Width Limits	10
8.4 Towing an Oversize Vehicle	10
9 MASS REQUIREMENTS	11
9.1 General Requirements	11
9.2 HLTST Maximum Mass Limits	11
9.3 Towing an Overmass Vehicle	11
10 ACCESS REQUIREMENTS	11
10.1 Route Assessment	11
10.2 Freeway Access	11
10.3 Approved Roads & Conditions when Operating within Statutory Mass Limits	12
10.4 Approved Roads & Conditions when Towing Concessional Loaded Vehicles	12
10.5 Approved Roads & Conditions When Towing Over-Width Vehicles	12
10.6 Railway Crossing Stacking Distances	12

11 **SPEED RESTRICTIONS**.....12

12 **COMPULSORY HEAVY VEHICLE INCIDENT REPORTING**.....13

13 **AMENDMENTS TO OPERATING CONDITIONS & ACCESS**13

13.1 Access Approval Suspension & Revocation.....13

13.2 Amendments & Notifications.....13

 Appendix 1 – Central Zones14

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Amendments

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1	27/10/2025	Updated hyperlinks due to website changes. Clarified accreditation requirements. Clarified loading control requirements. Clarified speed requirements.	s. 2, 4, 11

REFERENCES AND RELATED DOCUMENTS

The following documents relate to these Operating Conditions and are available on the Main Roads website:

Document Name	Location
D-Rating Calculator	Available on the Calculators for Transport Operators page on the Main Roads website: https://www.mainroads.wa.gov.au/heavy-vehicles/permit-order-scheme/calculators-for-transport-operators/
Oversize Vehicle & Pilot Vehicle General Requirements	Available on the Oversize Overmass (OSOM) Single Trip Permits page on the Main Roads website: https://www.mainroads.wa.gov.au/4a7a8c/globalassets/heavy-vehicles/permits-orders-schemes/osom/oversize-vehicle-and-pilot-vehicle-general-requirements.pdf
Prime Mover Trailer Combinations Operating Conditions	Available on the Orders page on the Main Roads website: www.mainroads.wa.gov.au/heavy-vehicles/permit-order-scheme/orders/
RAV Mapping Tool	https://mrwebapps.mainroads.wa.gov.au/hvsnetworkmap

DEFINITIONS

The following are definitions for terms used in these Operating Conditions. Refer to the definitions in the *Road Traffic (Administration) Act 2008* and the *Road Traffic (Vehicles) Act 2012* and any subsidiary legislation to these Acts for the meanings of any terms not defined in this section. If a definition in the relevant Acts or the subsidiary legislation conflicts with a definition in this section, the definition in this section prevails for the purpose of these Operating Conditions.

Term	Definition
ATM	Stands for “Aggregate Trailer Mass” and means the total mass of the laden trailer when carrying the maximum load recommended by the ‘Manufacturer’. This will include any mass imposed onto the drawing vehicle.
Authorised Person	A person authorised under legislation to direct the towing of a vehicle, such as a member of the WA Police, Department of Fire and Emergency Services, Sheriff’s Office, or Local Government Ranger.
Central Zones	The area within and including the boundaries of the Perth and Fremantle Central Zones as depicted in Appendix 1 .
Coupling Rear Overhang	The distance between the rear overhang line and the coupling point between the HLTST and the towed vehicle.
Disabled (with reference to a vehicle)	Disabled due to a mechanical or electrical fault, or due to being involved in an accident, and unable to operate under its own motive power.
GVM	Stands for “Gross Vehicle Mass” and means the maximum loaded mass of the vehicle: (a) as specified by the manufacturer; or (b) as specified by the relevant authority if — (i) the manufacturer has not specified a maximum loaded mass; or (ii) the manufacturer cannot be identified; or

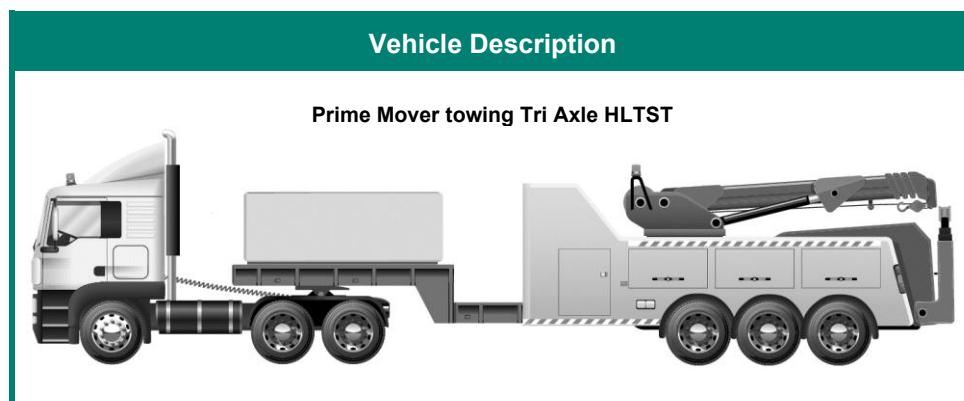
Term	Definition
	(iii) the vehicle has been modified to the extent that the manufacturer's specification is no longer appropriate.
Heavy Lift Tow Semi-Trailer	A motor semi-trailer equipped with a crane used or intended to be used for the lifting, salvaging or towing of heavy vehicles.
Heavy Lift Tow Semi-Trailer Period Permit	Includes the following HLTST Permits: - Heavy Lift Tow Semi-Trailer – Accredited Mass Management Scheme (AMMS) – Period Permit - Heavy Lift Tow Semi-Trailer – Statutory Mass – Period Permit
HLTST	Heavy Lift Tow Semi-Trailer
HVS	Main Roads Heavy Vehicle Services and where there is a requirement to provide information or obtain approval, means via hvsnetworkaccess@mainroads.wa.gov.au .
Main Roads Website	www.mainroads.wa.gov.au
Overmass Vehicle	A vehicle operating under an overmass permit, such as a <i>Single Trip Overmass Permit</i> , an <i>Overmass Low Loader Period Permit</i> or a <i>Special Purpose Vehicle Permit</i> .
Oversize Vehicle	A vehicle operating under an oversize permit, such as a <i>Class 1 RAV Oversize Period Permit</i> or a <i>Single Trip Oversize Permit</i> .
Order	The Order that is published in the Gazette subject to these Operating Conditions, under the provisions of Part 4 of the <i>Road Traffic (Vehicles) Act 2012</i> , which these Operating Conditions form part of.
Permit	Means a permit issued under Part 4 of the <i>Road Traffic (Vehicles) Act 2012</i> , which these Operating Conditions form part of.
Permit Holder	The Operator to whom the permit is issued.
Pilot Vehicle	A vehicle driven by a licenced Heavy Vehicle Pilot and meeting the requirements specified in the <i>Oversize Vehicle & Pilot Vehicle General Requirements</i> .
Prime Mover	A motor vehicle built primarily to tow a semi-trailer but does not include a truck or modified prime mover built primarily to carry a load or carry out a function other than towing a semi-trailer.
Rear Overhang Line	The centre of the tandem or tri axle group at the rear of the vehicle.
Rear Overhang	The distance between the rear overhang line and the rearmost part of the vehicle or the load.
Statutory Dimension Limits	The dimension requirements prescribed in Part 8 of the <i>Road Traffic (Vehicles) Regulations 2014</i> .
Statutory Mass Limits	The mass requirements prescribed in Part 8 of the <i>Road Traffic (Vehicles) Regulations 2014</i> .
Tandem Drive Network 1	The Tandem Drive Network 1 prohibited roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website.
Tandem Drive Network 2	The Tandem Drive Network 2 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website.

Term	Definition
Tandem Drive Network 2.3	The Tandem Drive Network 2.3 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website.

1 APPLICATION

1.1 Approved Vehicles and Operations

- 1.1.1** The *Heavy Lift Tow Semi-Trailer Period Permit* applies to a HLTST, as described below, when towing a disabled heavy vehicle, from a location on the public road network.



- 1.1.2** The *Heavy Lift Tow Semi-Trailer Period Permit* also applies in the following scenarios:
- (a) to a HLTST towing an unladen prime mover to the location of a disabled prime mover for the purpose of swapping out the disabled prime mover.
 - (b) to a HLTST towing an unladen motor vehicle to and from a place of repair or an auction yard.
 - (c) to a HLTST towing a heavy vehicle under the direction of an Authorised Person.
- 1.1.3** The *Heavy Lift Tow Semi-Trailer Period Permit* only applies to a permit holder and HLTST with loading controls in place that conform with section 4 of these Operating Conditions.
- 1.1.4** The *Heavy Lift Tow Semi-Trailer Period Permit* only applies to a HLTST fitted with dual tyres on all axles, except the prime mover front steer axle(s).

1.2 Operating in Conjunction with another Permit or Order

The *Heavy Lift Tow Semi-Trailer Period Permit* cannot be used in conjunction with another permit or order.

2 COMPULSORY WA HEAVY VEHICLE ACCREDITATION

2.1 Requirement for Accreditation

This *Heavy Lift Tow Semi-Trailer Period Permit* does not apply unless and until there is a person who is accredited in relation to the vehicle.

2.2 Effect on the Permit

If the person who is accredited in relation to the vehicle ceases to be accredited, the *Heavy Lift Tow Semi-Trailer Period Permit* ceases to have effect on and from the day on which the person ceases to be accredited.

2.3 Non-Application of this Section

The requirement for Accreditation under this section does not apply to a person operating a RAV that is not being used in connection with a business.

3 LICENSING REQUIREMENTS

3.1 Tow Truck Licence

The HLTST must be licensed in Western Australia as a tow truck.

3.2 Licence Conditions

The HLTST must be driven in accordance with any conditions of the vehicle's licence, as imposed by the Department of Transport (DoT), unless the contrary intention appears within these operating conditions.

4 LOADING CONTROLS

4.1 Loading Plan and Auditable Records

The permit holder must:

- (a) Be accredited under the Western Australian Heavy Vehicle Accreditation Scheme Mass Management Module (except for a HLTST operating under a *Heavy Lift Tow Semi-Trailer – Statutory Mass – Period Permit*); and
- (b) Operate the HLTST in accordance with a loading plan demonstrating how the mass on the HLTST rear axle group will be managed, including a documented process for ongoing calibration and verification of the On-board Mass Management system, in accordance with the [Recognised Loading Control Method – On Board Mass Management](#); and
- (c) Maintain auditable mass and dimension records of each tow, in accordance with the Western Australian Heavy Vehicle Accreditation Scheme requirements and produce the records upon request to Main Roads Heavy Vehicle Services.

4.2 On-Board Mass Management Requirements

- 4.2.1** The rear axle group of the HLTST must be installed with an On-Board Mass Management (OBM) system approved by Main Roads Heavy Vehicle Services that displays the mass of the HLTST axle group on a digital gauge on the vehicle.
- 4.2.2** The digital gauge display must be shown to Main Roads HVS or WA Police personnel upon request.

5 MALFUNCTIONS, TAMPERING AND CALIBRATION

5.1.1 This permit may be suspended or cancelled if:

- (a) the driver or permit holder tampers with or manipulates the OBM system; or
- (b) the driver or permit holder fails to report a malfunction with the OBM system; or
- (c) the permit holder fails to calibrate the OBM system in accordance with the manufacturer's specifications.

5.1.2 An OBM system malfunctions if:

- (a) it ceases to work at all, or works only intermittently; or
- (b) it performs a function in such a way that the results of it doing so are inaccurate or unreliable (including intermittently inaccurate or unreliable).

- 5.1.3** A person tampers with or manipulates an OBM system if he or she engages in conduct that has the result that:
- (a) the device or system is altered; or
 - (b) the device or system is installed or used in a way that is not in accordance with the conditions of its approval by Main Roads WA; and
 - (c) the device or system does not perform as intended in terms of accuracy, timeliness, reliability, verifiability or any other performance parameter.

6 WARNING DEVICES

6.1 Warning Lights

- 6.1.1** The HLTST must display an amber flashing warning light on the front and rear of the combination, when towing any of the following vehicles:
- (a) a rigid vehicle over 12.5 metres in length;
 - (b) an articulated bus;
- 6.1.2** A warning light must comply with the requirements in the *Oversize Vehicle & Pilot Vehicle General Requirements*.

6.2 Warning Signs

- 6.2.1** The HLTST towing a vehicle with a width of ≤ 2.5 metres must clearly display an "Under Tow" warning sign on the rear of the combination.
- 6.2.2** The "Under Tow" warning sign must comply with the requirements in the *Oversize Vehicle & Pilot Vehicle General Requirements* applying to an "Oversize" warning sign, with the word "Oversize" replaced with "Under Tow".
- 6.2.3** The HLTST towing a vehicle with a width in excess of 2.5 metres must clearly display an "Oversize" warning sign on the front and rear of the combination. An "Under Tow" warning sign is not required.
- 6.2.4** A "Oversize" warning sign must comply with the requirements in the *Oversize Vehicle & Pilot Vehicle General Requirements*.

7 TOWING RESTRICTIONS

7.1 Vehicle Integrity

- 7.1.1** The HLTST must only tow a heavy vehicle if it is structurally sound, and it is safe to tow.
- 7.1.2** If a vehicle's structural integrity has been compromised, the HLTST must only tow the vehicle to a location far enough off the road, so the vehicle no longer constitutes a hazard to traffic.

7.2 Control of Towed Vehicles Braking System

- 7.2.1** The HLTST must not tow a heavy vehicle, unless the HLTST driver has control of the towed vehicle's braking system, or the brakes are being operated from the driving position of the towed vehicle.
- 7.2.2** The HLTST must not tow a vehicle that is damaged in a manner that prevents the operation of the braking system.

- 7.2.3** Where the vehicle is damaged in a manner that prevents the operation of the braking system, the HLTST must only tow the vehicle to a location far enough off the road, so the vehicle no longer constitutes a hazard to traffic.
- 7.2.4** Subclause 7.2.1 does not apply to a HLTST towing a heavy vehicle, provided the combined mass of the prime mover, HLTST and the heavy vehicle does not exceed the combined GVM and ATM of the prime mover and HLTST.

7.3 Towing Dangerous Goods Vehicles

- 7.3.1** The HLTST must only tow a heavy vehicle loaded with dangerous goods for the minimum distance necessary, to the next available parking area, so the vehicle no longer constitutes a hazard to traffic.
- 7.3.2** For the purpose of this clause, the *Dangerous Goods Safety Act 2004* and any associated Codes must be taken into account when determining a suitable location to disconnect the heavy vehicle.

8 DIMENSION REQUIREMENTS

The HLTST is required to comply with statutory dimension limits, unless otherwise specified in this section.

8.1 Rear Overhang

The HLTST may exceed statutory rear overhang and coupling rear overhang limits when towing a heavy vehicle.

8.2 Length Limits

The HLTST may exceed the statutory length limit for a vehicle combination when towing a heavy vehicle.

8.3 Width Limits

- 8.3.1** The HLTST may exceed the statutory width limit when towing a vehicle that has been damaged in a manner that has resulted in it exceeding 2.5 metres in width, up to 3.5 metres in width, provided the vehicle is safe to tow.
- 8.3.2** The HLTST may exceed the statutory width limit when towing an over-width rigid motor vehicle, provided the rigid motor vehicle is not overmass and the HLTST and rigid motor vehicle are within the width limits allowed for the rigid motor vehicle.

8.4 Towing an Oversize Vehicle

The HLTST must not tow a vehicle carrying an oversize load in excess of 3.5 metres.

Note: A Single Trip Permit must be obtained from Main Roads Heavy Vehicle Services to tow a vehicle carrying an oversize load in excess of this width limit. If an emergency permit is required after-hours, contact the Main Roads Customer Information Centre on 138 138 who will make direct contact with the on-call after-hours officer.

9 MASS REQUIREMENTS

9.1 General Requirements

- 9.1.1** It is the responsibility of the HLTST driver and operator to, so far as reasonably practicable, ensure they are aware of the maximum mass of the towed heavy vehicle.
- 9.1.2** The mass on the HLTST or any of its components must not exceed the manufacturer's rating.
- 9.1.3** Underlift connections and chains must be sufficiently rated for the mass being towed.

9.2 HLTST Maximum Mass Limits

The HLTST must not exceed the lesser of:

- (a) The mass limits specified on the *Heavy Lift Tow Semi-Trailer Period Permit*; or
- (b) The mass limits specified in the following table:

Axle Group	Mass Limit
Single Steer Axle with tyres <375mm	6.5 tonnes
Single Steer Axle with tyres ≥375mm	7.1 tonnes
Twin Steer Axle Group with non-load sharing suspension	10 tonnes
Twin Steer Axle Group with load sharing suspension and tyres <375mm	11 tonnes
Twin Steer Axle Group with load sharing suspension and tyres ≥375mm	12 tonnes
Tandem Drive Axle Group	16.5 tonnes
HLTST Tri Axle Group	23.5 tonnes

9.3 Towing an Overmass Vehicle

The HLTST must not tow an overmass vehicle.

Note: A Single Trip Permit must be obtained from Main Roads Heavy Vehicle Services to tow an overmass vehicle. If an emergency permit is required after-hours, contact the Main Roads Customer Information Centre on 138 138 who will make direct contact with the on-call after-hours officer.

10 ACCESS REQUIREMENTS

10.1 Route Assessment

Prior to towing a vehicle, the driver or operator of the HLTST must assess the route of travel to ensure that it is suitable for use and that it can be driven along without contravening these Operating Conditions.

10.2 Freeway Access

- 10.2.1** The HLTST must not tow an articulated vehicle on a Freeway, unless removing a disabled vehicle from the Freeway.
- 10.2.2** When removing a disabled articulated vehicle from a Freeway, the HLTST must exit via the nearest off-ramp that provides access to an approved road for the type of vehicle being towed.

10.3 Approved Roads & Conditions when Operating within Statutory Mass Limits

- 10.3.1** The HLTST may tow a motor vehicle on any road in WA, except the prohibited bridges in *Tandem Drive Network 1*, provided the overall combination length does not exceed 20 metres and the HLTST does not exceed statutory mass limits.
- 10.3.2** The HLTST may tow a motor vehicle on *Tandem Drive Network 2*, provided the overall combination length does not exceed 27.5 metres and the HLTST does not exceed statutory mass limits.
- 10.3.3** Subject to subclause 10.3.2, the HLTST must be operated in accordance with any conditions specified for a particular road in *Tandem Drive Network 2*.
- 10.3.4** The HLTST must be accompanied by at least one (1) pilot vehicle, or a Main Roads Incident Response vehicle, to manage traffic when towing a bus exceeding 12.5 metres in length within a Central Zone.
- 10.3.5** Subclause 10.3.4 does not apply when towing a vehicle within a Central Zone between 11pm and 5am, Sunday to Thursday.

10.4 Approved Roads & Conditions when Towing Concessional Loaded Vehicles

- 10.4.1** The HLTST may tow a motor vehicle on *Tandem Drive Network 2.3*, provided the overall combination length does not exceed 27.5 metres and the HLTST does not exceed 23.5 tonnes.
- 10.4.2** The HLTST must be operated in accordance with any conditions specified for a particular road in *Tandem Drive Network 2.3*.

10.5 Approved Roads & Conditions When Towing Over-Width Vehicles

- 10.5.1** The HLTST may tow a vehicle that is over-width, as a result of damage, on the roads specified under clauses 10.3 and 10.4, provided the overall width does not exceed 3 metres at night, or 3.5 metres during the day.
- 10.5.2** When towing a vehicle in excess of 2.5 metres in width at night, flood lights must be attached to the HLTST or towed vehicle, directed upward at the extremities of the towed vehicle in a manner so as to clearly illuminate the over-width part of the vehicle and not dazzle any driver.
- 10.5.3** The HLTST may tow an over-width rigid motor vehicle on the approved roads specified in the permit or order applicable to that rigid motor vehicle.
- 10.5.4** When towing an over-width rigid motor vehicle in accordance with subclause 10.5.3, any pilot vehicle requirements applicable to the rigid motor vehicle are applicable to the HLTST.

10.6 Railway Crossing Stacking Distances

The HLTST must not cross a railway level crossing, unless there is sufficient clearance on the other side of the railway line to accommodate the length of the HLTST and towed vehicle, without any part of the vehicle being within 3.5 metres of the railway line.

11 SPEED RESTRICTIONS

The HLTST must not travel at a speed exceeding the lesser of:

- (a) The speed limit applicable to the road or vehicle under the *Road Traffic Code 2000*; or
- (b) 10 km/h below the speed limit applicable to the road under the *Road Traffic Code 2000*, where the speed limit is greater than 60 km/h; or

- (c) The maximum speed specified as a condition for a particular road in the Approved Network.

12 COMPULSORY HEAVY VEHICLE INCIDENT REPORTING

All on-road incidents involving the HLTST must be reported to Main Roads Heavy Vehicle Services by the permit holder. The Heavy Vehicle Incident Reporting form is available on the Incident Reporting page on the Main Roads website and it must be submitted within 48 hours of the incident occurring.

13 AMENDMENTS TO OPERATING CONDITIONS & ACCESS

13.1 Access Approval Suspension & Revocation

- 13.1.1** Approval to operate the HLTST may be suspended when road and/or traffic conditions are considered unsuitable. Main Roads personnel, WA Police or Traffic Escort Wardens, may make verbal notification of such suspension.
- 13.1.2** Approval to operate the HLTST may be suspended or revoked if the permit holder or vehicle combination fails to comply with any of the requirements specified in these Operating Conditions.

13.2 Amendments & Notifications

- 13.2.1** These Operating Conditions are subject to occasional amendments. If amendments are made that impact the permit holder, they will be published as an “HVS Update” on the Main Roads website on the first working day of the month. Permit holders and drivers are required to ensure that they are operating vehicles on the public road network in accordance with the current and up to date Operating Conditions.
- 13.2.2** The RAV Networks and Restricted Bridge lists are subject to periodic amendments, which include additional roads or restricted bridges being included in the lists, roads or restricted bridges being removed from the lists, or amendments being made to a condition relating to a particular road in the lists. RAV Network and Restricted Bridge list updates will be effective from the Wednesday following the amendment and the RAV Networks and Restricted Bridge lists are maintained as Road Tables and in the RAV Mapping Tool on the Main Roads website. Permit Holders and drivers are required to ensure they are operating vehicles on the public road network in accordance with the current and up to date RAV Networks and Restricted Bridge lists.
- 13.2.3** Heavy Vehicle Travel Impacts are published when road conditions may impede the movement of heavy vehicles. Permit holders and drivers are required to check the Heavy Vehicle Travel Impacts in the RAV Mapping Tool on the Main Roads website immediately prior to operating the vehicle on the public road network to ensure that there is no relevant information that will impede their vehicle operating on the WA road network.
- 13.2.4** All conditions stipulated in HVS Updates or Heavy Vehicle Travel Impacts must be adhered to.

Fremantle Central Zone

