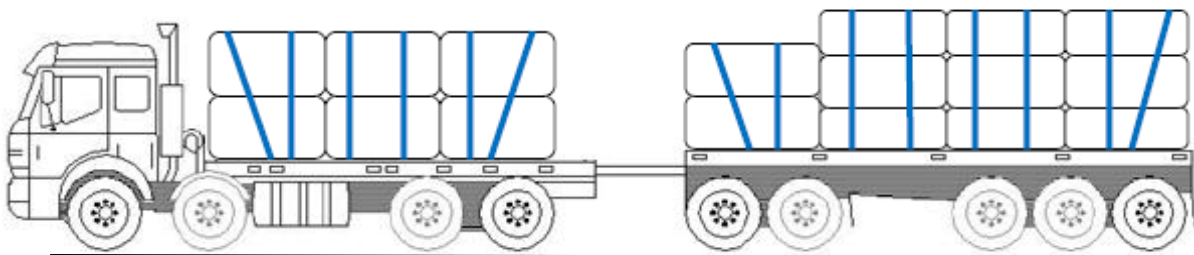




Restricted Access Vehicle

Oversize Divisible Products Truck, Trailer Combinations Period Permit

Operating Conditions



Version
October 2018

Table of Contents

Clause

1. Application
 2. Approved Products
 3. Approved Axle Configuration
 4. Mass Limits
 5. Length Limits
 6. Width Limits
 7. Approved Roads
 8. Prohibited Roads
 9. Speed Restrictions
 10. Warning Devices
 - 10.1 Lights
 - 10.2 Warning Signs and Flags
 11. Load Restraint
 12. Compulsory WA Heavy Vehicle Accreditation
 13. Axle Spacing
 14. Permit Amendments
- Appendix 1 - Load Restraint Specifications for Baled Hay and Straw**

DEFINITIONS

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

“Local Government road”: means a road that is under the responsibility of the Local Government of the district in which it is situated.

“Main Roads road”: means a road that is under the responsibility of Main Roads WA and identified with a number that begins with the letter **H or M**.

“Main Roads Website”: means www.mainroads.wa.gov.au

“Permit”: means the Permit that is issued subject to these Operating Conditions, under the provisions of *Part 4 of the Road Traffic (Vehicles) Act 2012*, which these Operating Conditions form part of

“Posted Speed Limit”: means the speed limit indicated by the numerals on the speed limit sign or 50 kilometres per hour in the absence of a speed limit sign in a built-up area.

“Prime Mover”: means a motor vehicle built to tow a semi trailer, but does not include a prime mover fitted with a multibody or block for use as a block truck and does not include a Truck.

“RAV”: means Restricted Access Vehicle and for the purpose of these Operating Conditions means a vehicle combination referred to in the table under subclause 1.1, to which the *“Oversize Divisible Products – Prime Mover, Trailer Combinations Period Permit”* applies.

“RAV Network”: means the Restricted Access Vehicle Network 1 to 10 tables of permitted roads, published and maintained on the Oversize Divisible Products Prime Mover, Trailer page of the Main Roads website.

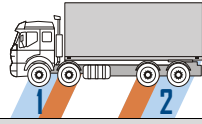
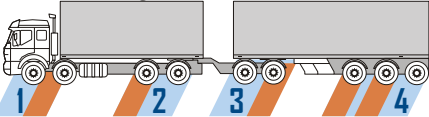
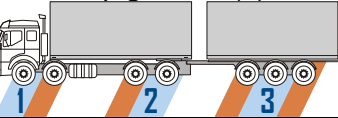
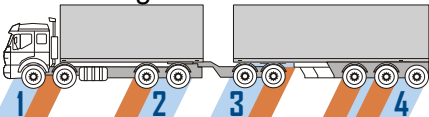
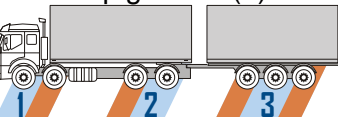
“Truck”: means a motor vehicle designed primarily for the carriage of goods directly upon it, and does not include a Prime Mover, unless the prime mover is fitted with a block weight for use as a Block Truck or a frame for carrying vehicles.

REFERENCED AND RELATED DOCUMENTS

Document Number	Description
D15#453366	Oversize Vehicle & Pilot Vehicle General Requirements

1. APPLICATION

1.1 The *Oversize Divisible Products – Truck, Trailer Combinations Period Permit* only applies to a vehicle combination described in the below table, when carrying an *Approved Product* specified in Clause 2:

1	2	3	4	5
Category	Vehicle description and configuration	Maximum Length	Maximum Width	Permit Network
1	Vehicle length up to 12.5m			
1.1	Truck 	12.5 m	2.7 m	RAV Network 1
2	Vehicle length up to 20m			
2.1	Truck & dog trailer 	20.0 m	2.7 m	RAV Network 1
2.2	Truck & pig trailer (1) 	20.0 m	2.7 m	RAV Network 1
3	Vehicle length up to 25m			
3.1	Truck & dog trailer 	25.0 m	2.7 m	RAV Network 2
3.2	Truck & pig trailer (1) 	25.0 m	2.7 m	RAV Network 2

2. APPROVED PRODUCTS

2.1 The *Oversize Divisible Products – Truck, Trailer Combinations Period Permit* only applies to vehicle combinations, as shown in the table under subclause 1.1, when carrying the following products:

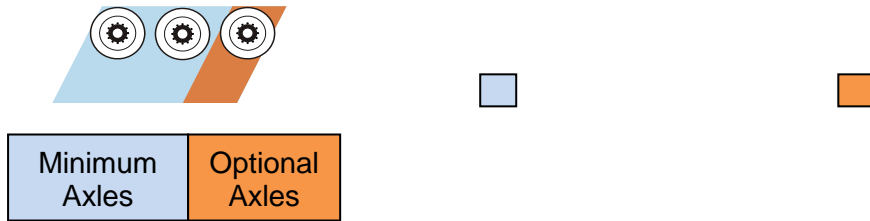
- a) Concrete Pipes;
- b) Baled Wool; or
- c) Baled Hay or Straw, baled to size:
 - i) 3'x4'x8'; or
 - ii) 4'x4'x8'.

2.2 In addition to the approved products stipulated in subclauses 2.1, a vehicle combination may also carry machinery necessary to load and unload the approved product.

2.3 Despite subclause 2.1, the *Oversize Divisible Products – Truck, Trailer Combinations Period Permit* applies to vehicle combinations, as shown in the table under subclause 1.1, when they are travelling empty, provided they are not carrying any load other than the machinery necessary to load and unload the approved product.

3. APPROVED AXLE CONFIGURATION

The axle groups of the vehicle combinations described in the table under subclause 1.1 are colour coded to indicate the minimum and maximum number of axles allowable for that category of vehicle, as shown below:



- 3.1 A RAV must not have less than the number of axles indicated for the vehicle combination in the table under subclause 1.1.
- 3.2 A RAV must not have more than the number of axles indicated for the vehicle combination in the table under subclause 1.1.

4. MASS LIMITS

- 4.1 A RAV must not exceed the sum of the allowed mass limits for the axle groups or single axles, as provided for in *Part 8, Division 1 of the Road Traffic (Vehicles) Regulations 2014*.
- 4.2 The ratio of the loaded mass of the truck to the loaded mass of the dog trailer must not exceed a ratio of 1:1.78.
- 4.3 Despite subclause 4.2, the truck must be loaded to capacity before a loaded trailer may be towed.

5. LENGTH LIMITS

- 5.1 A RAV must not exceed the maximum length indicated for the particular vehicle combination in the table under subclause 1.1.
- 5.2 A semi-trailer used in any of the vehicle combinations in the table under subclause 1.1 must not exceed 13.73 metres from the front of the trailer to the rear of the trailer (excluding any rounded front or attachments to the front of the trailer deck).

6. WIDTH LIMITS

A RAV must not exceed the maximum width indicated for the particular vehicle combination in the table under subclause 1.1.

6. APPROVED ROADS

- 6.1 A RAV must not operate on any road that is not listed in the *RAV Network Table of Permitted Roads* that is applicable to the vehicle combination, as shown in the table under subclause 1.1. All *RAV Network Table of Permitted Roads* are available on the Oversize Divisible Products Truck, Trailer page of the Main Roads website.
- 6.2 A RAV must not operate on any road that is listed in any of the *RAV Network Table of Permitted Roads*, unless the vehicle is operating in accordance with the conditions in the table relating to a particular road.
- 6.3 The *RAV Network Tables of Permitted Roads* are not required to be carried in the RAV or produced for inspection upon request.

7. PROHIBITED ROADS

A RAV must not operate on any of the following roads:

- a) Graham Farmer Freeway;
- b) Mitchell Freeway;
- c) Kwinana Freeway;
- d) Guildford Road – between Walcott Street & Tonkin Highway; and
- e) Railway Ave, Armadale – between Gillam Drive & Lake Road.

8. SPEED RESTRICTIONS

Unless otherwise specified as a *Condition* for a particular road in the relevant *RAV Network Table of Permitted Roads*, a RAV must not travel at a speed exceeding 10 km/h lower than the posted speed limit, where the posted speed limit is greater than 60 km/h.

9. WARNING DEVICES

9.1 Lights

A RAV exceeding 2.5m in width must operate with headlights switched on at all times.

9.2 Warning Signs and Flags

9.2.1 In addition to any "Long Vehicle" warning sign required under the *Road Traffic (Vehicles) Regulations 2014*, a RAV exceeding 2.5 metres in width must display:

- (a) "Oversize" warning signs on the front and rear of the vehicle; and
- (b) Four (4) brightly coloured red, yellow, or red and yellow flags, at least 450mm long and 450mm wide. One flag must be positioned at each side of both the front and rear of the vehicle, or if there is any projecting load, at each side of both the front and rear of the projecting load.

9.2.2 An "Oversize" warning sign must comply with the requirements set out in the *Oversize Vehicle & Pilot Vehicle General Requirements*, available on the Oversize Over-mass Permits page of the Main Roads website.

9.2.3 A RAV must not display an "Oversize" warning sign if not required under this clause.

11. LOAD RESTRAINT

In addition to the load restraint requirements prescribed in the *Road Traffic (Vehicles) Regulations 2014*, a RAV operating under the *Oversize Divisible Products – Truck, Trailer Combinations Period Permit*, must comply with the additional load restraint requirements stipulated in *Appendix 1*.

12. COMPULSORY WA HEAVY VEHICLE ACCREDITATION

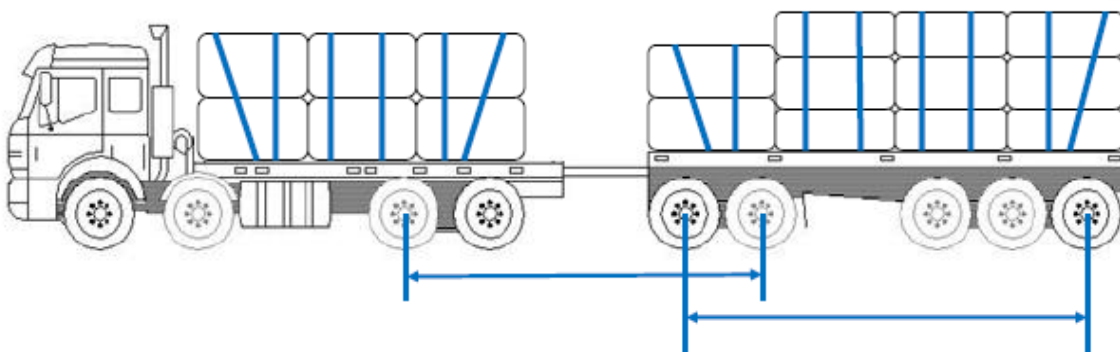
The operator or permit holder must be accredited under the WA Heavy Vehicle Accreditation Scheme (WAHVAS).

13. AXLE SPACING

A RAV must comply with the minimum axle spacing requirements specified below:

	Adjacent axles or axle groups	Minimum distance (measured between extreme axles)
1.	Single axle to single axle	2.5m
2.	Single axle to tandem axle group	4.3m
3.	Single axle to tri axle group	5.5m
4.	Tandem axle group to tandem axle group	6.8m
5.	Tandem axle group to tri-axle group	8.0m
6.	Tri-axle group to tri-axle group	9.2m

Axle spacing measurements are taken from the outmost extreme axles of the two adjacent axle groups, as shown below:



“Single Axle” does not include a single steer axle.

“Tandem axle group” does not include a twin steer axle group.

14. PERMIT AMENDMENTS

- 14.1 The *Oversize Divisible Products – Truck, Trailer Combinations Period Permit Operating Conditions* are subject to occasional amendment. If amendments are made that impact transport operators, they will be published on the first working day of the month as an "HVS Update" on the HVS Update page of the Main Roads website. Operators and drivers are required to ensure that they are operating vehicles on the public road network in accordance with the current Period Permit Operating Conditions.
- 14.2 The RAV Networks are subject to periodic amendments, which include additional roads being included in the lists, roads being removed from the lists, or amendments being made to a condition relating to a particular road in the lists. RAV Networks updates will be effective from the Wednesday following the amendment and the RAV Networks are maintained on the Oversize Divisible Products Truck, Trailer page of the Main Roads website. Operators 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.
- 14.3 Road Information and HVS Updates are published when particular roads or conditions are not suitable for Restricted Access Vehicles. Operators and drivers are required to check the HVS Updates and the Road Information Tables page on the Main Roads website prior to operating the vehicle on the public road network to ensure that there is not relevant information that will impede their vehicle operating on the WA road network.

APPENDIX 1

LOAD RESTRAINT SPECIFICATIONS FOR BALED HAY AND STRAW

- **Specification for 4'x4'x8' bales:**

For all bales loaded longitudinally (lengthwise):

- Single strap all 2 high bales with one 2.5 tonne strap (or two 2 tonne straps).
- End rows must be longitudinally loaded and double strapped (unless end gates are used).

For all bales loaded transversely (width wise):

- Single strap all 2 high bales with one 2.5 tonne strap (or one 2 tonne strap).

All hay string knots must face inwards when loaded.

For loading 2 bales high:

- The bottom layer must have a minimum of 5 strings per bale; and
- The top layer can have good solid bales with only 4 strings.

- **Specifications for 4'x3'x8' bales:**

For all bales loaded longitudinally (lengthwise):

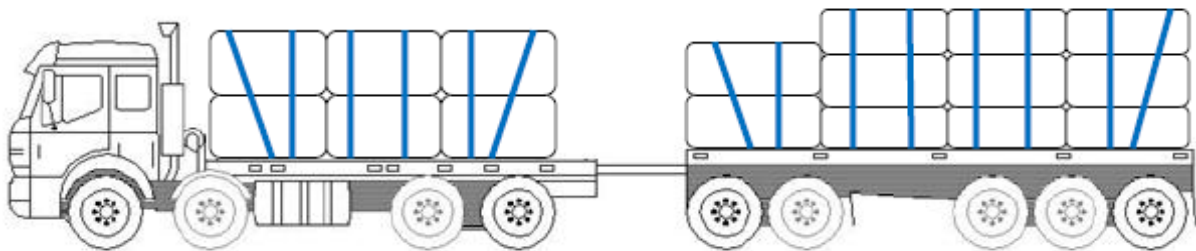
- Double strap all 3 high bales approximately 1 metre apart with 2.5 tonne straps.
- Single strap all 2 high bales with one 2.5 tonne strap (or two 2 tonne straps).
- End rows must be longitudinally loaded and double strapped (unless end gates are used).

For all bales loaded transversely (widthwise):

- Single strap all 3 high bales with one 2.5 tonne strap;
- Single strap all 2 high bales with one 2.5 tonne strap (or one 2 tonne strap).

- **Diagonal Bracing**

Diagonal bracing provides an enormous improvement to load stability. Since end gates are not typically used in Western Australia, it is necessary to diagonally brace the end stack of bales on each vehicle in order to comply with the requirements of the Load Restraint Guide.



Diagonal bracing of end bales

- **Lashing specification**

The tie down lashings must conform to Australian Standard 4380 and be labelled accordingly.

All straps to be in good condition as described in AS 4380 (no tears, nicks, cuts abrasions, joins etc). AS/NZS 4380: 2001 may be obtained from the Australian Standards' website www.standards.com.au.

Amendment Table

Amendment Date	Amended Section	Amendment Description
16 th February 2011	Clause 10	Deleted entire clause relating to curfews.
25 th May 2015	All	Updated document to reference new legislation. Added Appendix 2.
28 th June 2016	14.2	Updated wording
May 2018	Entire Document	Updated web links only
October 2018	Appendix 2 Section 9.2.2	Removed Appendix 2 and amended wording to include reference to <i>Oversize Vehicle & Pilot Vehicle General Requirements</i> within the document.