

Certified Pilot Guidelines Victoria





Contents

Introduction	2
Definitions	2
Certified Pilot	4
1. Certified Pilot conditions	4
2. Travelling position of pilot vehicles	5
3. Certified Pilot requirements	6
4. Mountainous areas	6
5. Traffic Control	7
6. Video recordings	8
7. Record of Movement	8
8. Training and Authorisation	9
9. Mutual recognition	10
10. Apparel	11
11. Medical requirement	11
Certified Pilot Vehicle	12
12. Pilot vehicle conditions	12
13. Use of warning lights and signs	13
Document control	16



Introduction

The Certified Pilot Guidelines: Victoria outlines the roles and conditions of Certified Pilots accompanying an Oversized Overmass (OSOM) vehicle on Victorian roads. Read this guideline with the relevant notice or permit approving the vehicle's travel.

Certified Pilots and Escort vehicle drivers play a critical role in the safe movement of Oversize and/or Overmass (OSOM) vehicles operating under a notice or permit. Their primary function is to warn other road users of the OSOM vehicle's presence and assist in facilitating its safe passage across the road network. Whilst Certified Pilots and/or Escorts may be required under the relevant notice or permit, the driver of the OSOM vehicle remains responsible for the safe movement of the vehicle and for complying with all conditions of the permit or notice.

Pilot and escort vehicles are essential in preserving road safety, providing advance warning to approaching traffic, and supporting manoeuvres in constrained environments.

Definitions

The Heavy Vehicle National Law (HVNL) defines Certified Pilots and Escorts vehicle as per the following:

- A **Certified Pilot vehicle** refers to a motor vehicle that accompanies an oversize vehicle to warn other road users of the oversize vehicle's presence.
- An **Escort vehicle** refers to a pilot vehicle that is driven by a police officer, or another person authorised to direct traffic under Australian road law.

In Victoria, there are two levels of pilot vehicle drivers - level 1 (Pilot) and level 2 (Certified Pilot Vehicle Driver or CPVD).

Level 1 pilot vehicle driver

- A Level 1 pilot vehicle driver in Victoria is a pilot authorised to accompany Oversize Overmass (OSOM) vehicle movements under the Heavy Vehicle National Law.
- A Level 1 pilot is required to hold a full driver's licence and drive a vehicle that complies with the requirements of the Heavy Vehicle National Law.

They are permitted to pilot vehicles with an overall width (including the load) between 3.51 metres and 4.5 metres, and an overall length between 26.01 metres and 30.0 metres. These dimensions do not apply to loads travelling in mountainous areas.

Probationary Certified Pilot

A Probationary Certified Pilot is a Level 2 pilot who holds a full driver's licence and is seeking to progress to becoming a Certified Pilot Vehicle Driver (CPVD). A Probationary Pilot has not yet obtained the full level of knowledge and experience required for certification. They may apply as a new pilot and are issued a Probationary Certified Pilot Licence, which allows them to gain the necessary skills and experience following their application.

They are permitted to pilot vehicles with an overall width (including the load) between **3.51** metres and **5.5** metres, and an overall length between **26.01** metres and **35.0** metres. These dimensions do not apply to loads travelling in mountainous areas and must follow conditions outlined in this guideline.



Level 2 pilot vehicle driver

Also referred to as a Certified Pilot Vehicle Driver (CPVD), is authorised to facilitate the movement of Oversize Overmass (OSOM) vehicles in accordance with the Heavy Vehicle National Law and the Department of Transport and Planning (DTP) requirements outlined in this guideline.

Escort vehicle driver

Is a person authorised to manage the safe movement of Oversize Overmass (OSOM) vehicles when escorting requirements exceed the capabilities or authority of Certified Pilots. Escort vehicles are typically required for loads over **6** metres in width or 60 metres in length.

In Victoria, the function of an Escort is performed by an authorised officer of the National Heavy Vehicle Regulator (NHVR), who has the authority to direct traffic and undertake higher-level traffic control duties that Certified Pilots are not permitted to perform.



Certified Pilot

1. Certified Pilot conditions

1.1. General Conditions

- 1.1.1.** Certified Pilots must have their radios always turned on and available for use to ensure the OSOM vehicle driver and other road users are able to make contact.
- 1.1.2.** Where an Escort is also facilitating the movement of the OSOM vehicle, the Certified Pilot must comply with all directions issued by the Escort.
- 1.1.3.** Certified Pilots must inform oncoming or overtaking vehicles of the OSOM vehicle load dimensions. Where possible, this information should be provided via radio.
- 1.1.4.** Certified Pilots must inform the OSOM vehicle driver by radio of oncoming traffic, road conditions, bridge and traffic light status, clearance of load from obstacles and other potential hazards.
- 1.1.5.** Certified Pilots must provide rear vision for the OSOM vehicle when required due to load width.
- 1.1.6.** Certified Pilots must familiarise themselves with the relevant notice or permit authorising the OSOM vehicle to travel and the road network on which the OSOM vehicle can travel prior to facilitating the movement. This includes referring to VicTraffic to ensure there are no disruptions that may impact the movement.
- 1.1.7.** Certified Pilots must ensure they are not accompanying a heavy vehicle that is non-compliant with the conditions of a mass or dimension exemption, as specified in Sections [130](#) and [131](#) of the Heavy Vehicle National Law.

1.2. Conditions of mass or dimension before piloting

- 1.2.1.** There is no legal obligation for certified pilots to weigh or measure a load.
- 1.2.2.** Under **section 130 of the Heavy Vehicle National Law (HVNL)**, certified pilot vehicle drivers are responsible for ensuring compliance with the conditions of a mass or dimension exemption, not for verifying load weights or dimensions:
 - 1.2.2.1.** This section applies if a mass or dimension exemption is subject to a condition requiring a heavy vehicle to which the exemption applies to be accompanied by a pilot vehicle or escort vehicle while the heavy vehicle is used on a road.
 - 1.2.2.2.** The driver of the pilot vehicle or escort vehicle accompanying the heavy vehicle must comply with the conditions of the mass or dimension exemption about the use of the pilot vehicle or escort vehicle.
 - 1.2.2.3.** Maximum penalty—\$6000.
 - 1.2.2.4.** The operator of the heavy vehicle must ensure, so far as is reasonably practicable, the driver of the pilot vehicle or escort vehicle complies with subsection (2).
 - 1.2.2.5.** Maximum penalty—\$6000.

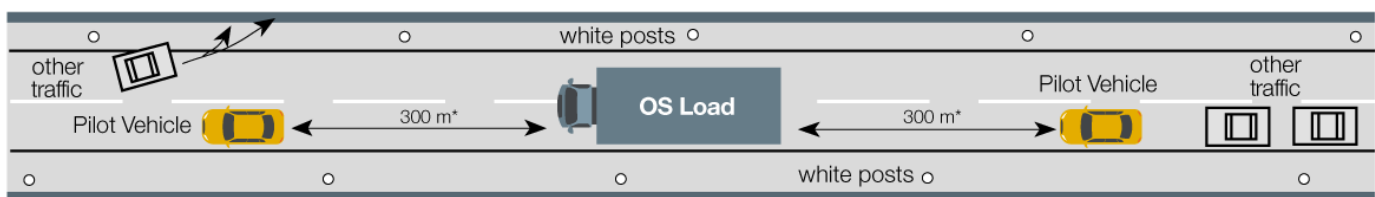
1.2.3. Pilot Vehicle Driver Obligations (s131 HVNL)

A pilot vehicle must not accompany a heavy vehicle operating under a mass or dimension exemption if the heavy vehicle:

- 1.2.3.1. Travels on a route not permitted under the exemption; or
- 1.2.3.2. Travels outside the times allowed under the exemption; or
- 1.2.3.3. Is accompanied by fewer pilot or escort vehicles than required under the exemption.
- 1.2.3.4. Penalty: Maximum penalty for non-compliance: **\$6,000**

2. Travelling position of pilot vehicles

- 2.1.1. Certified Pilots must keep their vehicle at an appropriate distance in relation to the OSOM vehicle to provide adequate warning to other road users of the presence of the OSOM vehicle. When positioning the vehicle, the Certified Pilot must consider traffic speed, weather conditions, visibility, and other driving conditions.
- 2.1.2. Where only one (1) Certified Pilot is required to facilitate the movement of an OSOM vehicle, the Certified Pilot must ensure they are travelling in the following formation:
 - a) When travelling on a road with multiple lanes in the direction of travel (other than overtaking lanes), the pilot vehicle must be positioned behind the OSOM vehicle.
 - b) When travelling on a road with a single lane in the direction of travel, the pilot vehicle must be positioned in front of the OSOM vehicle.
- 2.1.3. Where two (2) Certified Pilots are required to facilitate the movement of an OSOM vehicle, the Certified Pilots must ensure they are travelling in the following formation:
 - a) One (1) Certified Pilot vehicle (NO Probationary Certified Pilot) must remain in front of the OSOM vehicle, and the other must remain behind the OSOM vehicle.



* Distance may vary according to road conditions and traffic density at the time.

Image credit: Department for Infrastructure and Transport, Escorting Guidelines for oversize and overmass vehicles and loads in South Australia, 2025, www.sa.gov.au/data/assets/pdf_file/0004/16177/Escorting-Guidelines.pdf

- b) Both Certified Pilots vehicles may travel behind the OSOM vehicle where required to manage traffic, providing there are multiple lanes in the direction in which the OSOM vehicle is travelling and the OSOM vehicle does not encroach into oncoming traffic.

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- 2.1.4.** The requirements outlined in 2.1.2 and 2.1.3 do not apply when facilitating a movement through an intersection, a bridge crossing or in accordance with a Traffic Management Plan. In these scenarios, the Certified Pilot must position itself in an appropriate position to safely facilitate the movement and/or stop traffic.

2.2. Probationary Certified Pilot position

- 2.2.1.** During the twelve (12) month Probationary Certified Pilot period, the pilot may undertake piloting duties and gain experience, ensuring Probationary Pilots gain experience with larger OSOM movements while remaining within safe and authorised operating parameters.
- 2.2.2.** For loads under 4.51 metres where only one rear pilot position is required, the Probationary Certified Pilot must operate at the rear.
- 2.2.3.** For loads over 4.51 metres in width and 30.01 metres in length that require two Certified Pilots, only one (1) may be a Probationary Certified Pilot.
- 2.2.4.** For loads requiring more than three (3) pilots, a Probationary Certified Pilot is **not** permitted.
- 2.2.5.** A pilot vehicle operating under a Probationary Certified Pilot Licence must be positioned behind the Certified pilot vehicle and must comply with the general conditions for a pilot vehicle.
- 2.2.6.** Freeways and duplicated highways permit probationary certified pilots to operate in the front position where appropriate. On multi-laned roads, in busy traffic conditions, a probationary pilot may be positioned at the front of the convoy on two-pilot jobs to reduce exposure to complex rear traffic situations while they are still gaining experience.

3. Certified Pilot requirements

3.1. Minimum Pilot and Escort requirements

- 3.1.1.** The chart on the [Transport Victoria: Escort and pilot vehicles overview webpage](#) outlines the minimum requirements of Certified Pilot and Escort vehicles for OSOM vehicles. It does not apply to:
- a) Loads over 6 metres wide or 60 metres long where a combination of Certified Pilots and Escort vehicles are required; and
 - b) Loads travelling in mountainous areas as per **Section 4 Mountainous areas**.

4. Mountainous areas

- 4.1.1.** When operating in mountainous areas, the pilot and escort requirements may vary depending on the unique characteristics of the route. For the applicable requirements, refer to [Pilot and escort vehicles in mountainous areas - Department of Transport and Planning Victoria](#).



5. Traffic Control

- 5.1.1.** Certified Pilots do not have the authority to direct traffic unless they are using a stop/slow bat. The authority to direct traffic is conferred by the stop/slow bat only. Where a Certified Pilot does not have a stop/slow bat available, they must not and cannot direct traffic. Certified Pilots may, however, position their pilot vehicle safely and appropriately within a traffic lane to prevent other traffic from conflicting with any turning manoeuvres of the OSOM vehicle.
- 5.1.2.** Certified Pilots may request drivers of oncoming vehicles to move to the side of the road to ensure the OSOM vehicle can pass safely.
- 5.1.3.** In the event that a vehicle has not provided a sufficient distance for the OSOM vehicle to safely pass after being requested to do so, the Certified Pilot should identify and advise the OSOM vehicle driver of a safe position to stop when required.
- 5.1.4.** The Certified Pilot should communicate guidance to the OSOM vehicle driver regarding the identified safe stopping position to allow traffic to pass to avoid any unreasonable build-up of traffic.
- 5.1.5.** All conditions outlined in this section must be performed in accordance with Regulation 311 of the *Road Safety Road Rules 2017*.
- 5.1.6.** Regulation 311 of the *Road Safety Road Rules 2017* provides exemptions from certain road rules; however, a Certified Pilot is only exempt from the specific rules listed under subsection (2). These exemptions apply only when:
 - a) It is not practicable for the Certified Pilot to comply with the provision; and
 - b) The Certified Pilot is taking reasonable care; and
 - c) the driver is complying with any other relevant law relating to oversize vehicles, including the conditions of any permit or notice issued by the Secretary or the Regulator in relation to the oversize vehicle.

All other road rules must still be followed. Additional details can be found in the [Road Safety Road Rules 2017](#).



6. Video recordings

- 6.1.1.** Certified Pilots must ensure that prior to facilitating a movement of an OSOM vehicle wider than 4.5 metres, they have a video recording device in working order that is calibrated to the correct date and time and can record the entire movement of the OSOM vehicle.
- 6.1.2.** It is up to the pilot to decide whether to enable audio for their own use.
- 6.1.3.** The Certified Pilot must retain all video recordings from movements of OSOM vehicles for a minimum period of thirty (30) days from the date the journey of the OSOM vehicle ended.
- 6.1.4.** A Certified Pilot must supply any video recordings to the Department of Transport and Planning; the National Heavy Vehicle Regulator or Victoria Police when requested for auditing or investigation purposes.

7. Record of Movement

- 7.1.1.** To apply for and renew a Certified Pilot licence, a record of movement must be completed.
- 7.1.2.** Each Certified Pilot involved in the facilitation of a movement of an OSOM vehicle must complete a Record of Movement for each OSOM vehicle prior to commencing the movement.
- 7.1.3.** A Certified Pilot must supply their Record of Movement to the Department of Transport and Planning, the National Heavy Vehicle Regulator, or Victoria Police when requested for auditing or investigation purposes. The responsibility of confirming the legitimacy of these movements remains solely with the Certified Pilot.
- 7.1.4.** When more than one pilot is required to accompany the oversize vehicle or combination, the Certified Pilot holding a full Certified Pilot Licence will lead the journey's start and sign the Record of Work for the Probationary Certified Pilot.
- 7.1.5.** The Record of Movement template can be found on the Department of Transport and Planning website. Although preferred, it is not compulsory that this template is used. Where another template is used, the following information must be recorded:

- a) Trip details:**

- Date & Time of Departure
 - Date & Time of Arrival
 - Departure address
 - Destination address
 - Route details or NHVR permit number

- b) Vehicle and Load Details:**

- Registration Plate Number/s
 - Combination/Vehicle type
 - Total Combination Height
 - Load Description
 - Total Combination Length
 - Total Combination Width

- c) Pilot Details (for each pilot included in movement):**

- Name
 - Driver Licence number

Certified Pilot Number
State
Pilot Vehicle Registration

d) Haulage Company:

Company Name
Driver Name
Driver Signature

e) Declaration:

I (insert name), declare that the information provided in this record of work is true and accurate.
Signature,
Date

- 7.1.6.** Where the Certified Pilot is required to sign the Record of Movement, a digital signature is acceptable.
- 7.1.7.** Certified Pilots must keep the Record of Movement for each OSOM vehicle movement they have facilitated for five (5) years from the date the journey of the OSOM vehicle ended, which may be in digital or physical form.

8. Training and Authorisation

- 8.1.1.** Certified Pilots are authorised to facilitate movements of OSOM vehicles under Division 5 (schedule 8) of the Heavy Vehicle (Mass, Dimension and Loading) National Law Regulation.
- 8.1.2.** To apply as a Probationary Certified Pilot, the applicant must provide evidence of having successfully completed the following training through a Registered Training Organisation (RTO).
- TLIF 3060 Control Traffic as a Pilot Vehicle Operator
 - TLIC 3010 Pilot or Escort Oversized and /or Overmassed Loads
 - TLIE 3009 Use Pilot and Escort Communication
 - TLIF 3013 Coordinate Breakdowns in Emergencies
 - TLIB 2002 Carry Out Vehicle Inspection
- 8.1.2.1.** Have a current Full Driver's Licence.
- 8.1.2.2.** Once you complete the training and authorization process, the driver must apply for a Probationary Certified Pilot Driver Licence issued by the Department of Transport and Planning, you will receive a probationary licence.

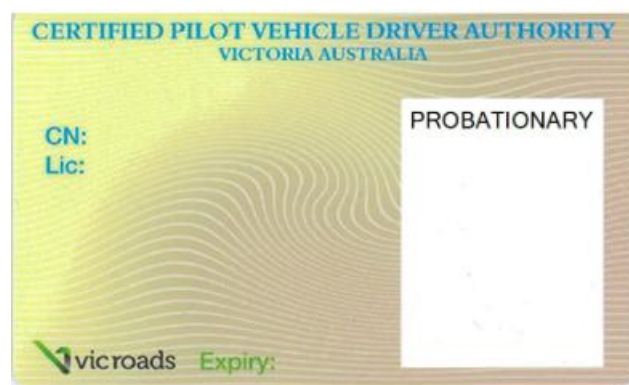


Figure 1 - Probationary Certified Pilot Licence

- 8.1.2.3.** Probationary Certified Pilot Duration: A pilot may hold Probationary Certified Pilot status for a minimum period of twelve (12) months while gaining the required experience. This probationary period is granted for up to three (3) years when a renewal process is underway or pending. During this time, the pilot must continue to meet all requirements applicable to a Probationary Certified Pilot and maintain compliance with the relevant training, record-keeping, and operational conditions.
- 8.1.2.4.** A Probationary Certified Pilot who applies for a Certified Pilot Licence after completing the minimum twelve (12) month probationary period must provide evidence of having completed at least twenty (20) oversize load movements and be re-assessed for the TLIF 3060 Control Traffic as a Pilot Vehicle Operator trainee, this must be provided by a Nationally Recognised Training.

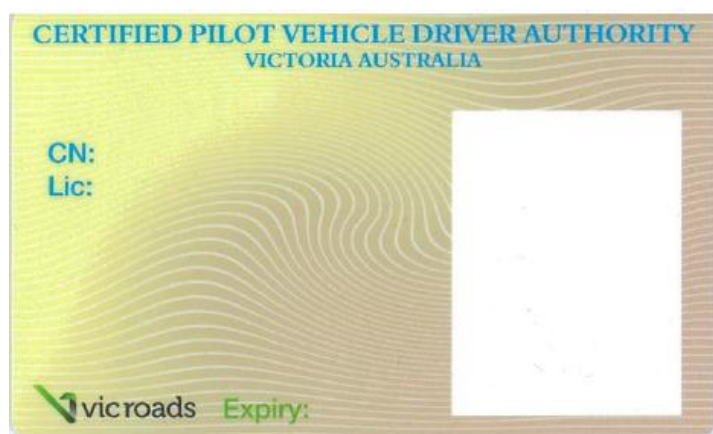


Figure 2 – Victoria Certified Pilot Licence

- 8.1.3.** To renew a Certified Pilot Licence, the pilot must:
- 8.1.3.1.** Re-assessed for the TLIF 3060 Control Traffic as a Pilot Vehicle Operator trainee, this must be provided by a Nationally Recognised Training.
- 8.1.3.2.** Completed at least forty (40) movements within the last five (5) years. This movement must be in accordance with the requirements of the **Section 7 Record of Movement**.

9. Mutual recognition

- 9.1.1.** To obtain a mutual recognition Certified Pilot Licence in Victoria, you must be eligible under the Mutual Recognition Act 1992, which covers occupational licences like pilot vehicle drivers. As a Certified Pilot Vehicle Driver from another Australian state or territory.
- 9.1.2.** Certified pilots and traffic escort wardens from Western Australia, Queensland, Tasmania, and the Northern Territory are recognised in Victoria, provided they meet the following requirements:
- a) Hold a current and valid qualification issued in their state or territory of origin; and
 - b) Provide evidence of successful completion of a refresher course in traffic control competency (TLIF3060 – Control traffic as a pilot vehicle operator) within the past five (5) years, prior to operating as a certified pilot in Victoria.

- 9.1.3.** Pilots from other states must comply with the current pilot and escort vehicle certification requirements applicable in all Australian jurisdictions. Further information is available on the [Pilot and escort recognition and training – Information sheet](#).

10. Apparel

- 10.1.1.** Certified Pilots are required to wear a vest or a coat that adheres to the following guidelines:
- a) The vest or coat comprises of retroreflective elements on a fluorescent background material as per AS/NZ 4602: 1999 standards for High Visibility Safety Garments, Class D/N; and
 - b) The vest or coat must display the word "PILOT" on both the front and back in 150mm red non-fluorescent lettering; and
 - c) The vest or coat must be yellow in colour.
- 10.1.2.** Certified Pilots must wear safety footwear during the facilitation of the movement in accordance with AS/NZ 2210 Standards for Safety, Protective and Occupational Footwear.
- 10.1.3.** Where a Certified Pilot enters a private worksite, the apparel requirements outlined in the previous sections no longer apply. Certified Pilots must comply with all apparel and safety requirements specified by the worksite's conditions.

11. Medical requirement

- 11.1.1.** Drivers are obligated under law to self-report any permanent or long-term illness, disability, medical condition or injury or the effects of the treatment for any of those things; that may impair the person's ability to drive safely, as soon as they become aware of it. You can find out more information about your driver responsibilities and medical reviews on the Transport Victoria website <https://transport.vic.gov.au/road-and-active-transport/registration-and-licensing/licences/medical-conditions-and-reviews>
- 11.1.2.** DTP is responsible for assessing a Victorian driver's 'fitness to drive' in accordance with the national medical licensing standards (Assessing Fitness to Drive guidelines (AFTD)). The AFTD guidelines are a joint publication of Austroads and the National Transport Commission that details the medical standards for driver licensing, used by health professionals and Australian driver licensing authorities when making fitness to drive assessments. You can find more information about these guidelines on the Austroads website <https://austroads.gov.au/publications/assessing-fitness-to-drive/ap-g56/about-this-publication>



Certified Pilot Vehicle

12. Pilot vehicle conditions

12.1. General conditions

- 12.1.1.** A pilot vehicle must have four or more wheels.
- 12.1.2.** A pilot vehicle must be 6.5t or less in the case of a rear pilot vehicle, if two pilots are required, or 4.5t or less in any other case.
- 12.1.3.** A pilot vehicle must not tow a trailer or carry a load whilst facilitating the movement of an OSOM vehicle. The pilot vehicle may, however, carry tools, equipment, or substances for use in connection with the OSOM vehicle it is facilitating the movement of.
- 12.1.3.1.** A pilot vehicle involved in the facilitation of a movement of an OSOM vehicle that exceeds 4.5 metres in width must be equipped with a video recording device as outlined in **Section 6 Video recordings**.
- 12.1.4.** The pilot vehicle must be equipped with a hard-wired UHF radio.
- This requirement does not apply if the class 1 heavy vehicle is:
- An agricultural machine, or
 - a heavy combination that includes an agricultural machine;
 - or in relation to a class 1 heavy vehicle accompanied by an escort vehicle that is a police vehicle.
- (Refer to Schedule 8, Clause 31.)
- 12.1.5.** To ensure continuous and effective communication, a minimum of two (2) operational radios is preferable; however, at least one (1) hard-wired UHF radio must be carried so that a backup is available in the event of a communication failure.
- 12.1.6.** The pilot vehicle must be equipped with warning signs as outlined in **Section 13.2 Warning Signs**.
- 12.1.7.** The pilot vehicle must be equipped with warning lights as outlined in **Section 13.4 Warning lights**.
- 12.1.8.** The pilot vehicle must have a torch easily accessible for the Certified Pilot to use when required.
- 12.1.9.** The pilot vehicle must have 6 (six) reflective cones that are minimum 450mm high and easily accessible for the Certified Pilot to use when required.



13. Use of warning lights and signs

- 13.1.1.** Certified Pilots must provide visual warnings in the form of a sign and lights, Schedule 8 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation, to ensure other vehicles are aware of the approach of the OSOM vehicle.
- 13.1.2.** Certified Pilots must have their low-beam headlights turned on during the facilitation of the OSOM vehicle.

13.2. Warning Signs

- 13.2.1.** The warning sign must have a yellow surface in accordance with Class 100 or 400 of Australian Standard AS 1906.1 — 2017 Retro reflective Materials and Devices for Road Traffic Control Purposes – Retroflected Sheeting.
- 13.2.2.** The warning sign must have a black board of at least 20mm wide.
- 13.2.3.** The outermost edge of the border must be set at least 10mm in from the edge of the sign unless the sign has been made with a box edge.
- 13.2.4.** Both sides of the warning sign must display the following wording:
 - a) The word “OVERSIZE” in black upper-case lettering at least 200mm high, conforming with Australian Standard AS 1744 — 2015 Forms of Letters and Numerals for Road Signs, in typeface Series C(N). The lettering of this word must be at least 300mm from the bottom of the sign; and
 - b) The words “LOAD AHEAD” in black upper-case lettering at least 100mm high, conforming with Australian Standard AS 1744 — 2015 Forms of Letters and Numerals for Road Signs, in typeface Series D(N). The bottom of the lettering of these words must be at least 100mm from the bottom of the sign. The face of the warning sign must be appropriately maintained to ensure the message is always clearly visible and legible to other road users.

- 13.2.5.** The warning sign must be made of a stiff, flat, weatherproof material, providing the sign is held taut, is clearly visible and unlikely to become damaged or otherwise difficult to read by other road users.
- 13.2.6.** The warning sign must be at least 1200mm long and at least 600mm high.
- 13.2.7.** The warning sign may be altered in the bottom corners where required to mount the warning lights. This alteration must not be more than 150mm wide and not more than 100mm high.
- 13.2.8.** The warning sign must be mounted on the roof of the pilot vehicle.

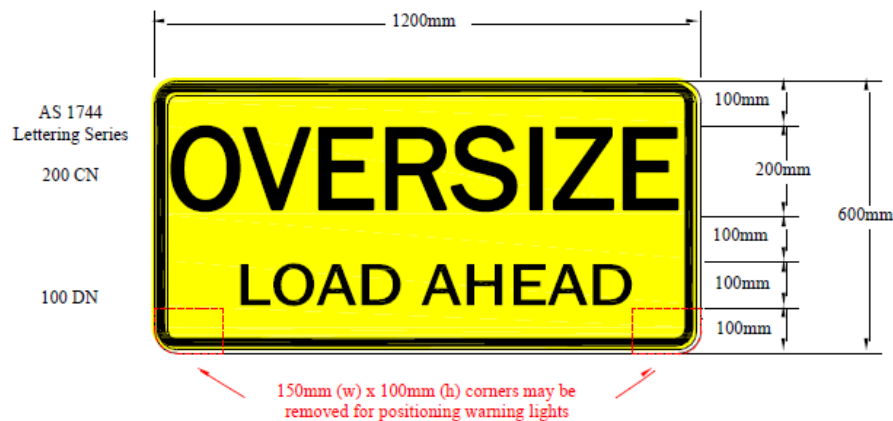


Figure 3 - Example of a warning sign.

13.3. Video recording device

- 13.3.1.** A video recording device must be mounted in or on the pilot vehicle in the following manner:
 - a) it must be affixed to the inside or front of the vehicle whilst in use; and
 - b) it must be affixed as close as possible to the centre of the pilot vehicle; and
 - c) the positioning as per a) and b) must provide the device with a clear field of vision of the road and traffic directly in front of the pilot vehicle; and
 - d) it must operate in accordance with Victorian Vehicle Standards Information 29 providing uninterrupted and undistracted views of the road ahead including any traffic.

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- 13.3.2.** The video recording device must be capable of recording footage with a minimum resolution of 1080p.

13.4. Warning lights

- 13.4.1.** Pilot and escort vehicles must comply with the requirements of Schedule 8, Part 3, Division 1.
- 13.4.2.** The pilot vehicle must be fitted with warning lights of amber colour,
- 13.4.3.** The rotation of the warning lights must be visible between 120 and 200 times a minute in normal daylight conditions. The rotation must also be visible at a distance of not less than 500 metres in all directions.
- 13.4.4.** When activated, a warning light fitted to a Class 1 heavy vehicle, pilot vehicle, or escort vehicle must not be a strobe light.
- 13.4.5.** When the pilot vehicle is travelling in front of the OSOM vehicle between sunset and sunrise, a filter may be placed behind the warning light to reduce the impact on the driver of the OSOM vehicle.

Document control

Please address any questions regarding this document to:

Email: certifiedpilots@transport.vic.gov.au

Document history

Version	Date	Author	Summary of changes
1.1-No publish	1- Sept-2024	Jessica Woodruff, Heavy Vehicle Productivity Officer	
1.2	24-Feb-2025	Jessica Lopez, Heavy Vehicle Productivity Officer	



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