State of California
DEPARTMENT OF TRANSPORTATION
Division of Traffic Operations, Mail Station 36
Transportation Permits Branch



# Caltrans Proposal Response

**Subject:** Rotator Tow Truck – Allowance for Heavy Duty Towing & Emergency Recovery Equipment
**Proposal Date:** August 7, 2008
**Date:** June 7, 2010
**Reference:** CTPAC WG12-080708-002

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## Industry Proposed Revision:

Rotator Tow Trucks that are manufactured overweight should be allowed additional weight up to maximum purple chart weight. These vehicles should also be given an exception for additional weight above the manufacturer's unladen weight for towing and also be able to obtain an annual bonus purple weight permit.

## The Department's Response:

The rotator tow truck is considered a fixed-load vehicle that functions primarily as a recovery vehicle and secondarily as a tow-vehicle. The Department of Transportation (Department) requires that the unit be reduced to its primary single functional use and does not carry any non-essential components. The rotator tow truck is classified in one of the following two categories:

### A. The unladen rotator tow truck is a legal vehicle:

The unladen Gross Vehicle Weight (GVW) and axle weights comply with the weights allowed in Section 35551 of the California Vehicle Code (CVC). The unladen vehicle is a legal vehicle and can travel on State highways without a transportation permit.

The legal unladen rotator tow truck is considered a tow truck vehicle, and is only extralegal when towing another vehicle. When laden, the rotator tow truck complies with all of Department's extralegal policies, and would qualify for extralegal weights per chart weights.

### B. The unladen rotator tow truck is an extralegal vehicle:

The unladen GVW and axle weights exceed those weights allowed in Section 35551 of the CVC. The unladen vehicle was built so that it is overweight, and requires a transportation permit to travel on State highways.

The extralegal unladen rotator tow truck is considered a driven fixed load vehicle. These vehicles are allowed either scale weight plus 700 pounds per axle group or 102 % of scale weight, whichever is greater, rounded off to the nearest 100 pounds, but not to exceed chart weight.