

<b>Title</b>	<b>Pilot an overweight load and an overdimension load as a Class 2 certified pilot</b>		
<b>Level</b>	<b>4</b>	<b>Credits</b>	<b>10</b>

<b>Purpose</b>	People credited with this unit standard are able to: prepare for piloting a trip as a Class 2 pilot; manage route hazards and provide warnings as a Class 2 pilot; direct and communicate with other traffic as a Class 2 pilot; carry out post-trip duties as a Class 2 pilot; and describe procedures to follow in the event of accident and emergency as a Class 2 pilot.
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<b>Classification</b>	Commercial Road Transport > Heavy Haulage
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<b>Available grade</b>	Achieved
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<b>Prerequisites</b>	Drivers must hold a current full driver licence appropriate to the class of pilot vehicle being driven.
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## Guidance Information

- 1 Legislation, regulations, references and/or industry standards relevant to this unit standard include but are not limited to:
  - Health and Safety at Work Act 2015;
  - Heavy Motor Vehicle Regulations 1974;
  - Land Transport Act 1998;
  - Land Transport (Road User) Rule 2004;
  - Land Transport Rule: Heavy Vehicles 2004;
  - Land Transport Rule: Traffic Control Devices 2004;
  - Land Transport Rule: Vehicle Dimensions and Mass 2016;
  - Waka Kotahi New Zealand Transport Agency (NZTA). *Class 2 pilot load course guide (Part 5, Traffic control at bridges being crossed by overweight vehicles)*. Available from: <https://www.nzta.govt.nz/resources/>;
  - Waka Kotahi New Zealand Transport Agency. (current edition). *The Official New Zealand Road Code for Heavy Vehicle Drivers*. (For information relating to safety at level crossings). Available from: <https://www.nzta.govt.nz/roadcode/>;
  - Waka Kotahi New Zealand Transport Agency. *Land Transport Rule: Traffic Control Devices 2004*, Section 11.7. Available from: <https://www.nzta.govt.nz/resources/>;
  - Waka Kotahi New Zealand Transport Agency. *Vehicle dimension and mass permitting manual (VDAM), Volume 1*. Available from: <https://www.nzta.govt.nz/resources/>;

- Waka Kotahi New Zealand Transport Agency. *Overdimension vehicle route maps (OVRM)*. Available from: <http://nzta1.cwp.govt.nz/resources/overdimen-veh-route-maps/full-index-list.html>;
- Waka Kotahi New Zealand Transport Agency. *Overweight permit route maps (OPRM)*. Available from: <http://nzta1.cwp.govt.nz/resources/overweight-permit-route-maps/full-index-list.html>;
- Kiwirail. Information relating to permits required for crossing the railway line with over height, over width, overweight, or long loads. Available from: <https://www.kiwirail.co.nz/how-can-we-help/access-the-rail-corridor/over-sized-loads/>.

Any new, amended or replacement Acts, regulations, Rules, standards, codes of practice, or authority requirements or conditions affecting this unit standard will take precedence for assessment purposes, pending review of this unit standard.

## 2 Definitions

A *bridge* refers to a structure designed to carry a road or path over an obstruction (such as a river, road, or rail line) by spanning it and includes culverts with a waterway area greater than 3.4m<sup>2</sup> and stock underpasses.

A *choke-point* refers to a point on the road network that requires special attention; for example, a road with a narrow restriction where oncoming vehicles must be stopped to allow an oversize vehicle to pass.

The *operator* refers to the driver of the heavy haulage vehicle that is being piloted.

*Road furniture* refers to pedestrian refuges, power poles, stop and give-way signs, street signs, telephone poles, threshold signs, traffic control signs such as traffic lights, and any other items that are positioned on or near a road and that need to be considered by an operator in relation to an overdimension load vehicle fitting the route.

*The Rule* refers to Land Transport Rule: Vehicle Dimensions and Mass 2016.

*Workplace procedures* refer to organisation policies and procedures that are documented in memo, electronic, or manual format and available in the workplace.

They may include but are not limited to – standard operating procedures, site specific procedures, site safety procedures, equipment operating procedures, quality assurance procedures, product quality specifications, manufacturer’s requirements, references, approved codes of practice, housekeeping standards, environmental considerations, on-site briefings, supervisor’s instructions, and procedures to comply with legislative and local body requirements relevant to the transportation of overdimension and overweight vehicles and/or loads.

- 3 It is recommended that people first hold credit for Unit 1732, *Select and record routes as a road transport operator*, before being assessed against this unit standard.

## 4 Assessment information

Assessment against this unit standard must be conducted under practical workplace conditions. Assessment may be conducted for a load which is both overweight and overdimension.

Checking the dimensions of the load against the load category or permits issued to move the load is the legal responsibility of the operator or on-road supervisor.

On attaining this unit standard and receiving a Waka Kotahi NZTA course completion certificate the candidate may then apply to the Waka Kotahi NZTA Overdimension Permits Contact Centre for a Class 2 Load Pilot Certificate.

Evidence presented for assessment against this unit standard must be consistent with safe working practices and be in accordance with applicable service information, workplace procedures and legislative requirements.

## Outcomes and performance criteria

### Outcome 1

Prepare for piloting a trip as a Class 2 pilot.

#### Performance criteria

- 1.1 The route planned by the operator is confirmed, and points of piloting interest are noted in accordance with the primary legal duty of a pilot as laid down in the Rule.
- Range bridge crossings, choke-points, manoeuvre points, overhead wires and other overhead obstructions, railway line level crossings, road conditions, road furniture, road works, route position markers, safe park areas traffic control.
- 1.2 The dimensions of the load are checked, to ensure the legal requirements for Class 2 piloting are met.
- Range load category or permit issued to move the load.
- 1.3 The pilot vehicle is checked to be in accordance with the Rule for a Class 2 pilot vehicle.
- may include – gross vehicle mass, manoeuvrability, towing or carrying restrictions.
- 1.4 Pilot vehicle equipment is checked to be operational.
- Range Rule requirements include – pilot vehicle lighting, radio and telephone communication equipment; equipment may include – first aid equipment, fire extinguisher, measuring equipment, traffic control and warning equipment, pilot vehicle door and warning signs.
- 1.5 A pre-start check of the pilot vehicle is carried out.
- 1.6 Personal protective equipment and traffic control clothing is checked to be available and accessible.
- Range may include – reflectorised vests and jerkins, white gloves, safety footwear.

- 1.7 Trip procedure is agreed with the operator or road supervisor and any other pilots in accordance with the Rule and load permits.
- Range Rule and load permit requirements include – communications, prohibited travel timings.  
trip procedures include – driver hours, foreseeable contingencies, order of convoy vehicles, routing, speeds.
- 1.8 The operator is assisted with the notification to permit issuing authorities of overdimension travel in accordance with load movement permit conditions.

## Outcome 2

Manage route hazards and provide warnings as a Class 2 pilot.

### Performance criteria

- 2.1 Vehicle warning signs, flags, lights, and traffic control equipment are displayed and operated in accordance with the Rule.
- 2.2 The positioning and speed of the pilot vehicle in advance of the load vehicle are maintained in accordance with the Rule and the Class 2 pilot load course guide.
- 2.3 The positioning and speed of the pilot vehicle in relation to the load vehicle are maintained in accordance with the Rule and the Class 2 pilot load course guide, when acting as a rear pilot.
- 2.4 Actions taken to manage hazards and provide warnings to approaching traffic are communicated in time for the actions to be undertaken safely and are in accordance with the Rule.
- 2.5 Provision of warning and instructions to other road users and the public are communicated in time for any actions to be undertaken safely and are in accordance with the Rule.
- 2.6 Radio communication with the operator and other pilots is carried out in accordance with the Rule.

## Outcome 3

Direct and communicate with other traffic as a Class 2 pilot.

### Performance criteria

- 3.1 Traffic is directed from the road and the pilot vehicle in accordance with the Rule.

- 3.2 Traffic control equipment is used to direct traffic from the road.
- Range may include – hand signals, flags, loud speaker, road cones, road flares, safety hazard triangles, STOP/SLOW paddles, torch fitted with a red cone, vehicle sound warning device.
- 3.3 Personal protective equipment and traffic control clothing are worn.
- Range may include – reflectorised vests and jenkins, white gloves, safety footwear.
- 3.4 Communication concerning delays or other matters to do with the oversize load is carried out.
- Range may include – emergency services, road users including other oversize loads, the public.
- 3.5 Traffic control at bridges being crossed by overweight vehicles is carried out in accordance with Waka Kotahi NZTA overweight permit requirements.

**Outcome 4**

Carry out post-trip duties as a Class 2 pilot.

**Performance criteria**

- 4.1 The load is checked as being safely off the road.
- 4.2 Warning lights are turned off and warning signs removed in accordance with the Rule.
- 4.3 Documentation is completed.

**Outcome 5**

Describe procedures to follow in the event of accident and emergency as a Class 2 pilot.

**Performance criteria**

- 5.1 Procedures used in the event of an accident are described.
- 5.2 Procedures used in the event of an emergency are described.

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<b>Planned review date</b>	31 December 2028
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**Status information and last date for assessment for superseded versions**

Process	Version	Date	Last Date for Assessment
Registration	1	9 April 1996	31 December 2017
Revision	2	12 May 1999	31 December 2017
Review	3	21 September 2007	31 December 2017
Revision	4	21 January 2011	31 December 2017
Review	5	16 July 2015	31 December 2021
Review	6	26 September 2019	31 December 2025
Review	7	29 June 2023	N/A

**Consent and Moderation Requirements (CMR) reference**

0014

This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

**Comments on this unit standard**

Please contact Hanga-Aro-Rau Manufacturing, Engineering and Logistics Workforce Development Council [qualifications@hangaarorau.nz](mailto:qualifications@hangaarorau.nz) if you wish to suggest changes to the content of this unit standard.