

<b>Title</b>	<b>Transport by road overweight and overdimension loads that do not require a pilot or overdimension permit</b>		
<b>Level</b>	<b>4</b>	<b>Credits</b>	<b>7</b>

<b>Purpose</b>	People credited with this unit standard are able to: prepare to transport a specified overweight and Category 1 overdimension load; prepare a specified overweight and Category 1 overdimension load and vehicle for transport; drive a vehicle carrying a specified overweight and Category 1 overdimension load; deliver a specified overweight and Category 1 overdimension load; and carry out post-trip duties.
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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 class of licence and/or endorsement appropriate to the weight and configuration of the vehicle being driven and equipment being loaded or unloaded.
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### Guidance Information

- 1 Evidence presented for assessment against this unit standard must be consistent with safe working practices and be in accordance with applicable company requirements and legislative requirements. This includes the knowledge and use of suitable tools and equipment.
- 2 Legislation, regulations and/or industry standards relevant to this unit standard include but are not limited to the:
  - Health and Safety at Work Act 2015;
  - Land Transport Act 1998;
  - Heavy Motor Vehicle Regulations 1974;
  - Land Transport (Road User) Rule 2004;
  - Land Transport Rule: Heavy Vehicles 2004;
  - Land Transport Rule: Vehicle Dimensions and Mass 2016 (*the Rule*);
  - Road User Charges Act 2012;
  - Road User Charges Regulations 2012;
  - Traffic Regulations 1976;
 and any subsequent amendments and replacements.
- 3 Any new, amended, or replacement Acts, regulations, Rules, standards, codes of practice, Land Transport New Zealand or Transit New Zealand requirements or conditions affecting the outcome of this unit standard will take precedence for assessment purposes, pending review of this unit standard.

#### 4 References

The *Industry Code of Practice for Traffic Control at Bridges Being Crossed by Overweight Vehicles*, available from the New Zealand Heavy Haulage Association (Inc.) at <https://www.hha.org.nz/shop/checklists-and-logbooks>;

Information relating to permits required for crossing the railway line with over height, over width, over weight, or long loads, available from the New Zealand Railways Corporation (KiwiRail) website at <https://www.kiwirail.co.nz/how-can-we-help/access-the-rail-corridor/over-sized-loads/>;

NZ Transport Agency, *The Official New Zealand Truck Loading Code – Code of Practice for the Safety of Loads on Heavy Vehicles* (2014), available at <https://www.nzta.govt.nz/assets/resources/roadcode/truck-loading-code/docs/tlc.pdf>;

NZ Transport Agency, *The Official New Zealand Road Code for Heavy Vehicle Drivers* (2019/20);

NZ Transport Agency, *Roadside Inspection Guidelines for Heavy Vehicles* (February 2013) available from the NZTA website at

<https://www.nzta.govt.nz/assets/resources/roadside-inspection-guide-heavy-vehicles/docs/roadside-inspection-guidelines-heavy-vehicles.pdf>;

The *NZTA Vehicle dimension and mass permitting manual (VDAM)* ISBN 978-1-98-851243-3 (set), available at <http://www.nzta.govt.nz/resources/vehicle-dimension-and-mass-permitting-manual/>;

*Overweight Permit Route Maps (OPRM)*, SP/M/032 Version 2: 2004; *Overdimension Vehicle Route Maps (OVRM)*, SP/M/017 Version 1 (Amended November 2007), and NZTA forms NZTA 803 and NZTA 804; available at <https://www.nzta.govt.nz/resources/>.

#### 5 Definitions

*BESS* refers to NZTA policy on Bridge Engineering Self Supervision, as contained in the VDAM manual;

A *bridge* is 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 (adapted from NZTA);

A *choke-point* is 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 past;

*Company requirements* refer to instructions to staff on policy and procedures that are available in the workplace. These requirements may include – company policies and procedures, work instructions, product quality specifications and legislative requirements;

*RCA* refers to Road Controlling Authority, which is the authority, body or persons having control of the road;

*Road furniture* is 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;

A *vehicle* may be a single vehicle or a combination vehicle.

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## Outcomes and performance criteria

### Outcome 1

Prepare to transport a specified overweight and Category 1 overdimension load.

**Performance criteria**

- 1.1 The vehicle type selected is confirmed in accordance with company requirements for the proposed load.
- 1.2 Route is planned.
- Range bridge repairs, bridge structures, bridge dimensions and weight limits, choke-points, manoeuvre points, overhead obstructions, railway level crossings, road conditions, road furniture, road works, route position markers, route restrictions, service conductors, wires, cables, temporary road closures, traffic control.
- 1.3 The dimensions of the load are checked to confirm that it meets the legal requirements for a Category 1 load not requiring a pilot or overdimension permit.
- 1.4 The planned mass of the loaded vehicle is checked against the proposed route to confirm that the legal requirements for any NZTA or other RCA overweight permit(s) are going to be met.
- 1.5 A trip procedure is planned that is in compliance with legal requirements and any overweight permits.
- Range KiwiRail over height, over width, over weight, or long load permit for railway line crossing; NZTA or RCA overweight permit; communications; driver hours; foreseeable contingencies; meeting locations and times with authorities; prohibited travel times and areas; routing; speeds; weather forecasts.
- 1.6 Equipment carried on the vehicle checked to be in accordance with certification requirements, and is operational.
- Range first aid equipment, fire extinguisher, load security equipment, measuring equipment, lighting (including auxiliary lighting), overheight load skidding, radio communication equipment, hazard warning flags and panels.
- 1.7 A pre-load check of the vehicle is carried out in accordance with the tractor and trailer (semi) diagram in the Roadside Inspection Guidelines for Heavy Vehicles.
- 1.8 Documentation is checked and trip arrangements are confirmed in accordance with the Rule and the VDAM Manual.

Range Rule requirements include – operating under legal requirements of a Category 1 load;  
VDAM Manual requirements include – BESS registration, bridge supervisor, and driver’s responsibilities;  
company requirements include – driver worktime logbook, haul route, loading and unloading site(s) access, Overdimension Vehicle Route Maps, Overweight Permit Route Maps, permits (overweight permits), KiwiRail permits, local RCA permits), special instructions.

1.9 Methods of responding to contingencies en route are confirmed.

Range contingencies include – accidents, mechanical faults, route detours, stationary vehicles, stopping oncoming traffic, traffic backed up, weather.

## Outcome 2

Prepare a specified overweight and Category 1 overdimension load and vehicle for transport.

### Performance criteria

2.1 The loading site is confirmed as safe and accessible, before driving the vehicle onto the site and positioned.

2.2 The load is positioned on the vehicle so its centre of gravity is within the tolerance of the vehicle’s axle loading in accordance with the VDAM Manual, any overweight permits and the Rule.

2.3 Loading operations are safe and meet customer requirements.

2.4 The load is secured to prevent movement during transit in accordance with the Truck Loading Code.

Range certified and rated cargo restraints, chains, and twitches; load chocks and support equipment; vehicle tie down fittings and locations.

2.5 The vehicle and load are safely prepared and are in accordance with the Rule and company requirements.

Range Rule requirements – hazard warning panels, flags, lighting, operator and on-road supervisor responsibilities;  
company requirements may include – mirrors, signs, warning devices; over-height load skidding; loose dirt or stones on trailer deck or equipment; rocks in dual wheels; loose items on load; tyre inflation.

## Outcome 3

Drive a vehicle carrying a specified overweight and Category 1 overdimension load.

**Performance criteria**

- 3.1 The speed and position of the vehicle while being driven on the road is in accordance with the Road Code and any conditions of an overweight permit.
- 3.2 The vehicle's variable height systems (if fitted) are adjusted whilst driving.
- 3.3 Bridge crossing supervision, railway line crossing, travel times and monitoring load safety during the journey is carried out in accordance with the Rule and the VDAM Manual.
- 3.4 Action to manage hazards whilst driving are carried out in accordance with the Rule.
- Range bridges, choke-points, overhead wires, road conditions, road furniture, traffic, weather conditions (e.g. fog, ice, rain, snow, wind).
- 3.5 The vehicle is manoeuvred and stopped.

**Outcome 4**

Deliver a specified overweight and Category 1 overdimension load.

**Performance criteria**

- 4.1 The site is verified as correct, and any delivery difficulties are identified and resolved, in accordance with delivery instructions.
- 4.2 Ground protection is laid out and traffic control and management procedures are implemented as required.
- 4.3 The vehicle is positioned and parked.
- 4.4 Unloading procedures are followed to meet safety and site requirements.
- Range without injury to people and/or damage to the load, vehicle, equipment or property.

**Outcome 5**

Carry out post-trip duties.

**Performance criteria**

- 5.1 The load is checked as being safely off the road.
- 5.2 Warning lights are turned off and hazard warning panels and/or flags are removed.

- 5.3 The vehicle combination is returned to the smallest dimension practicable in accordance with the Rule.
- 5.4 Documentation is completed.
- 5.5 When returning vehicle, requirements are followed in accordance with the Rule if it is overdimension.

<b>Replacement information</b>	This unit standard and unit standard 23887 replaced unit standard 1766.
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<b>Planned review date</b>	31 December 2024
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#### Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	21 September 2007	31 December 2021
Review	2	26 September 2019	N/A

<b>Consent and Moderation Requirements (CMR) reference</b>	0014
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This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

#### Comments on this unit standard

Please contact MITO New Zealand Incorporated [info@mito.org.nz](mailto:info@mito.org.nz) if you wish to suggest changes to the content of this unit standard.