

Title	Pilot an overweight load and an overdimension load as a Class 1 certified pilot		
Level	5	Credits	10

Purpose	People credited with this unit standard are able to: prepare for piloting a trip as a Class 1 pilot; manage route hazards and provide warnings as a Class 1 pilot; direct load convoy traffic as a Class 1 pilot; direct and communicate with other traffic as a Class 1 pilot; carry out post-trip duties as a Class 1 pilot; and describe procedures to follow in the event of accident and emergency.
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Classification	Commercial Road Transport > Heavy Haulage
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Available grade	Achieved
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Critical health and safety prerequisites	<p>Candidates must hold the minimum of the class of driver licence required for the pilot vehicle being driven.</p> <p>Unit 1768, <i>Pilot an overweight load and an overdimension load as a Class 2 certified pilot</i>, or demonstrate equivalent knowledge and skills.</p>
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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;
 - 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 (the *Rule*); and any subsequent amendments and replacements.
- 3 Any new, amended, or replacement Acts, regulations, Rules, standards, codes of practice, New Zealand Transport Agency (NZTA) 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 or long loads, available from the KiwiRail website at <https://www.kiwirail.co.nz/how-can-we-help/access-the-rail-corridor/over-sized-loads/>;

Information relating to safety at level crossings, available from the NZTA website at <http://www.nzta.govt.nz/resources/roadcode/heavy-vehicle-road-code/about-driving/giving-way-at-railway-level-crossings.html>;

Land Transport Rule: Traffic Control Devices 2004, Section 11.7, available from the NZTA website at <http://www.nzta.govt.nz/resources/rules/traffic-control-devices-index.html>;

Load Pilot Driver Code, available at NZTA website at <http://www.nzta.govt.nz/resources/load-pilot-driver-code/>;

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/>;

The *NZTA Overdimension vehicle route maps (OVRM)* ISBN 0478047266, available at <http://www.nzta.govt.nz/resources/overdimen-veh-route-maps/>;

The *NZTA Overweight permit route maps (OPRM)* ISBN 0478041136, available at <http://www.nzta.govt.nz/resources/overweight-permit-route-maps/>.

5 Definitions

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 3.4m² and stock underpasses (adapted from New Zealand Transport Agency);

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;

A *convoy* is a core group of vehicles consisting of the vehicle transporting the overweight and/or overdimension load and associated Class 1 and Class 2 pilots' vehicles that may at times be joined temporarily by vehicles belonging to local government, NZ Police, telecommunication companies, utility companies, or other authorities;

The *operator* is the driver of the heavy haulage vehicle that is being piloted;

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

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

- 7 Assessment against this unit standard must be conducted under practical workplace conditions. For the purposes of assessment, the load must be category 3 or above.
- 8 On attaining this unit standard and receiving an NZTA course completion certificate the candidate may then apply to the NZTA Overdimension Permits Contact Centre for a Class 1 Load Pilot Certificate.

Outcomes and performance criteria

Outcome 1

Prepare for piloting a trip as a Class 1 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 confirm that the Class and number of pilots needed are in accordance the Rule.
- Range category of permit issued to move the load.
- 1.3 The pilot vehicle is checked to be in accordance with the Rule for a Class 1 pilot vehicle.
- 1.4 Pilot vehicle equipment is checked to be operational and is in accordance with the Rule.
- Range Rule requirements include – pilot vehicle lighting, radio and telephone communication equipment, pilot vehicle door and warning signs;
equipment requirements include – first aid equipment, fire extinguisher, measuring equipment, traffic control and warning equipment.
- 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.

- 1.7 Trip procedure is agreed with the operator or on-road supervisor and any other pilots in accordance with the Rule and load permits.

Range Rule and load permit requirements include – communications and prohibited travel timings; trip procedures include – audit of other pilot vehicles, bridge crossing procedures, driver hours, foreseeable contingencies, joining of convoy by authorised vehicles, off road parking, use of opposing lane procedures, order of convoy vehicles, railway line level crossing procedures, rest areas, round-about procedures, routing, specific trip instructions, 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 1 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 Class 2 pilot vehicle and the load vehicle are maintained in accordance with the Rule and the Bridge Crossing Code of Practice, when acting as a front pilot.
- 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 Bridge Crossing Code of Practice, 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.

Outcome 3

Direct load convoy traffic as a Class 1 pilot.

Performance criteria

- 3.1 Radio communications with all members of the convoy are carried out in accordance with the Rule.
- 3.2 Positioning and re-positioning of the pilot and other convoy vehicles in relation to piloting requirements and the load are carried out in accordance with the Rule.

- 3.3 Vehicles joining and leaving the convoy are directed to do so safely.
- 3.4 Directions to convoy vehicles in relation to the speed of convoy vehicles, load vehicle manoeuvring, and requirements to stop are carried out.
- Range weather conditions, traffic conditions.
- 3.5 Assisting the driver of the load with notification to authorities of convoy movement is carried out in accordance with company requirements.

Outcome 4

Direct and communicate with other traffic as a Class 1 pilot.

Performance criteria

- 4.1 Traffic is directed from the road and the pilot vehicle in accordance with the Rule.
- 4.2 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.
- 4.3 Personal protective equipment and traffic control clothing is worn.
- Range reflectorised vests and jerkins, white gloves, safety footwear.
- 4.4 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.
- 4.5 Traffic control at bridges being crossed by overweight vehicles is carried out in accordance with New Zealand Transport Agency permit requirements.

Outcome 5

Carry out post-trip duties as a Class 1 pilot.

Performance criteria

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

5.4 Notification to New Zealand Transport Agency of trip completion is made.

Outcome 6

Describe procedures to follow in the event of accident and emergency.

Performance criteria

6.1 Procedures followed in the event of an accident are described.

6.2 Procedures followed in the event of an emergency are described.

Planned review date	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
Revision	2	21 January 2011	31 December 2021
Review	3	26 September 2019	N/A

Consent and Moderation Requirements (CMR) reference	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 if you wish to suggest changes to the content of this unit standard.