

Transport by road abnormal overweight and overdimension loads

Level 5

Credits 12

Purpose This unit standard is for drivers who transport abnormal overweight and overdimension loads by road.

People credited with this unit standard are able to: prepare to transport a specified abnormal load; prepare a specified abnormal load and vehicle for transport; drive a vehicle carrying a specified abnormal load; deliver a specified abnormal load; and carry out post-trip duties.

Subfield Commercial Road Transport

Domain Heavy Haulage

Status Registered

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Entry information 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.

Prerequisite: Unit 23887, *Transport by road piloted, overweight, category 3 overdimension loads*, or demonstrate equivalent knowledge and skills.

Accreditation Evaluation of documentation and visit by NZQA and industry.

Standard setting body (SSB) NZ Motor Industry Training Organisation (Incorporated)

Accreditation and Moderation Action Plan (AMAP) reference 0092

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

Special notes

- 1 Legal requirements to be complied with include:
Health and Safety in Employment Act 1992;
Land Transport Act 1998;
Road User Charges Act 1977;
Transport Act 1962;
Heavy Motor Vehicle Regulations 1974;
Land Transport (Road User) Rule 2004;
Land Transport Rule: Heavy Vehicles 2004;
Land Transport Rule: Vehicle Dimensions and Mass 2002;
Road User Charges Regulations 1978;
Traffic Regulations 1976.
- 2 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.
- 3 References
The *Industry Code of Practice for Traffic Control at Bridges Being Crossed by Overweight Vehicles 1999*, available from the New Zealand Heavy Haulage Association (Inc.) and the Crane Association of New Zealand (Inc.);
Information relating to permits required for crossing the railway line with over height, over width or long loads, available from the New Zealand Railways Corporation (Ontrack) website at <http://www.ontrack.govt.nz/ContactONTRACK/tabid/65/Default.aspx#long>;
Information relating to safety at level crossings, available from the Land Transport New Zealand website at <http://www.landtransport.govt.nz/road-user-safety/motorists/level-crossings.html>;
The *Official New Zealand Truck Loading Code – Code of Practice for the Safety of Loads on Heavy Vehicles* (current edition), available from booksellers;
The *Official New Zealand Road Code for Heavy Vehicle Drivers* (current edition), available from booksellers;
The *Roadside Inspection Guidelines for Heavy Vehicles*, available from the Land Transport NZ website at www.landtransport.govt.nz/publications/docs/roadside-inspection-guidelines-heavy-vehicles.pdf;
The *Transit New Zealand Overweight Permit Manual SM070 1995*; the *Transit New Zealand Overweight Permit Route Maps SP/M/032 Version 2: 2004*; the *Transit New Zealand Overdimension Vehicle Route Maps SP/M/017 Issue 1 (Amended Nov 2004)*; and Transit New Zealand forms *TNZ 805 and TNZ 806* are available at the Transit New Zealand website www.transit.govt.nz/technical/manuals.jsp.
- 4 Definitions
An *abnormal load* is a load for which a category 3 or 4 overdimension permit is required and which requires a transport team during the transportation of the load;
BESS means Transit New Zealand policy on Bridge Engineering Self Supervision, as contained in the *Overweight Permit 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 3.4m² and stock underpasses (adapted from Transit New Zealand);

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;

The *operator* is the driver of the heavy haulage vehicle;

Organisational requirements include any legal requirements, standards, codes of practice, organisational and/or site requirements, industry best practice, and manufacturers' instructions. These must be available to candidates, providers, and assessors;

Overdimension Vehicle Route Maps refer to *Transit New Zealand Overdimension Vehicle Route Maps SP/M/017 Issue 1 (Amended November 2004)*;

The *Overweight Permit Manual* is the *Transit New Zealand Overweight Permit Manual SM070 1995*;

Overweight Permit Route Maps refer to the *Transit New Zealand Overweight Permit Route Maps SP/M/032 Version 2: 2004*;

The *Road Code* is *The Official New Zealand Road Code for Heavy Vehicle Drivers* (current edition);

A *transport team* comprises the operator, trip pilots, and some or all of bridge engineering supervisors, navigators, steerable axle steerers, trailermen, transport supervisors, and utility provided supervisors;

RCA means 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.

RUC means Road User Charges;

The *Rule* is Land Transport Rule: Vehicle Dimensions and Mass 2002.

The *Truck Loading Code* is the *Official New Zealand Truck Loading Code – Code of Practice for the Safety of Loads on Heavy Vehicles* (current edition).

Elements and performance criteria

Element 1

Prepare to transport a specified abnormal load.

Performance criteria

- 1.1 Preparations include ensuring that the equipment carried on the vehicle is in accordance with organisational requirements, meets any certification requirements, and is operational.

Range	includes but is not limited to – first aid equipment, fire extinguisher, load security equipment, measuring equipment, lighting, overheight load skidding, radio communication equipment, hazard warning flags and panels, and oversize signs.
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- 1.2 Preparations include carrying out a pre-load check of the vehicle in accordance with organisational requirements and Roadside Inspection Guidelines For Heavy Vehicles.

- 1.3 Preparations include checking documentation and confirming trip arrangements in accordance with the Rule, the Overweight Permit Manual section 11, and organisational requirements.
- Range Rule requirements include – formal approvals;
Overweight Permit requirements include – BESS registration, bridge supervisor, driver’s responsibilities;
organisational requirements include – driver logbook, haul route, loading and unloading site(s) access, Overdimension Vehicle Route Maps, Overweight Permit Route Maps, permits (overdimension, power, rail, telecommunications providers, cable TV, and RCA), special instructions, supplementary RUCs.
- 1.4 Preparations include confirming the planned route with trip pilots and co-driver/navigator in accordance with organisational requirements.
- Range bridge crossings, cables, choke-points, manoeuvre points, overhead structures, wires and cables, road conditions, road furniture, road works, route position markers, safe park areas, traffic control, utility conductors.
- 1.5 Preparations include briefing the transport team on trip procedures and necessary permits in accordance with organisational requirements.
- Range bridge crossing procedures, radio communications, driver hours, foreseeable contingencies, off road parking, use of opposing lane procedures, prohibited travel timings, railway line level crossing procedures, rest areas, round-about procedures, routing, specific trip instructions, speeds.
- 1.6 Preparations include briefing the transport team on problem solving en route in accordance with organisational requirements.
- Range problems include but are not limited to – accidents, mechanical faults, route detours, stationary vehicles, stopping oncoming traffic, traffic backed up, weather.

Element 2

Prepare a specified abnormal load and vehicle for transport.

Performance criteria

- 2.1 Preparations include confirming the loading site as safe and accessible before the vehicle is driven onto the site and positioned in accordance with organisational requirements.
- 2.2 Preparations include positioning the load on the vehicle so its centre of gravity is within the tolerance of the vehicle’s axle loading in accordance with the Overweight Permit Manual and the Rule.

2.3 Preparations include ensuring loading operations are safe, and meet customer and organisational requirements.

2.4 Preparations include securing the load to prevent movement during transit in accordance with the Truck Loading Code and organisational requirements.

Range includes but is not limited to – certified and rated cargo restraints, chains, and twitches; covers or tarpaulins; load chocks and support equipment; straps and ratchets; vehicle tie down fittings and locations.

2.5 Preparations include checking that the vehicle and load are safe and in compliance with organisational requirements.

Range includes but is not limited to – flags, lighting, marker panels, mirrors, signs, warning devices, lamps; overheight load skidding; loose dirt or stones on trailer deck or equipment; rocks in dual wheels; loose items on load; oversize signs; tyre inflation.

Element 3

Drive a vehicle carrying a specified abnormal load.

Performance criteria

3.1 The speed and position of the vehicle while being driven on the road is in accordance with organisational requirements and the Road Code.

3.2 Driving includes adjusting the vehicle's variable height systems (if fitted) in accordance with organisational requirements.

3.3 Driving includes complying with the travel route's requirements, including bridge crossing supervision, railway line crossing, and periodically monitoring load safety and security during the journey in accordance with the Overweight Permit Manual and organisational requirements.

3.4 Driving includes taking action to manage hazards in accordance with organisational requirements.

Range bridges, choke-points, emergency situations, overhead obstructions, road conditions, road furniture, on-coming other heavy vehicles or oversize loads, other traffic, weather conditions (eg fog, ice, rain, snow, wind).

3.5 Driving includes ongoing communication with the transport team in accordance with organisational requirements.

Range hazards, load vehicle manoeuvring, positioning and re-positioning of the load vehicle in relation to other vehicles in the convoy, passing traffic, requirements to stop, speed of the load vehicle, agreed trip procedures, vehicles leaving and joining the convoy.

- 3.6 Driving includes providing warnings and instructions to other road users and the public in accordance with organisational requirements.
- 3.7 Driving includes manoeuvring, starting, and stopping the vehicle in accordance with organisational requirements.

Element 4

Deliver a specified abnormal load.

Performance criteria

- 4.1 Delivery includes verifying the site as correct, and identifying and resolving any delivery difficulties, in accordance with delivery instructions and organisational requirements.
- 4.2 Delivery includes implementing traffic control and management procedures through the trip pilots as required, and may include laying ground protection, in accordance with organisational requirements.
- 4.3 Delivery includes positioning and parking the vehicle in accordance with organisational requirements.
- 4.4 Delivery includes using unloading procedures that are in accordance with property, roadway, or site safety and organisational requirements.

Range without injury to people and/or damage to the load, vehicle, equipment or property.

Element 5

Carry out post-trip duties.

Performance criteria

- 5.1 The load is checked as being safely off the road in accordance with organisational requirements.
- 5.2 Warning lights are turned off and oversize signs, marker panels and flags are removed in accordance with organisational requirements.
- 5.3 The vehicle combination is returned to the smallest dimension practicable for unladen travel in accordance with the Rule.
- 5.4 Documentation is completed in accordance with organisational requirements.
- 5.5 Return of vehicle instructions are followed in accordance with the Rule and organisational requirements.

Please note

Providers must be accredited by NZQA, or an inter-institutional body with delegated authority for quality assurance, before they can report credits from assessment against unit standards or deliver courses of study leading to that assessment.

Industry Training Organisations must be accredited by NZQA before they can register credits from assessment against unit standards.

Accredited providers and Industry Training Organisations assessing against unit standards must engage with the moderation system that applies to those standards.

Accreditation requirements and an outline of the moderation system that applies to this standard are outlined in the Accreditation and Moderation Action Plan (AMAP). The AMAP also includes useful information about special requirements for organisations wishing to develop education and training programmes, such as minimum qualifications for tutors and assessors, and special resource requirements.

Comments on this unit standard

Please contact NZ Motor Industry Training Organisation (Incorporated) info@mito.org.nz if you wish to suggest changes to the content of this unit standard.