NIPF

Norfolk Island Police Force
Norf'k ailen pohliis fors

HEAVY VEHICLE LICENCING & INFORMATION GUIDE

This guide is intended to supplement the Norfolk Island Traffic Handbook which can be located on the Internet at
http://www.info.gov.nf/adminforms/motor%20vehicle%20rego/NI%20Traffic%20handbook%20v2.pdf

NORFOLK ISLAND LEGISLATION AND REGULATIONS

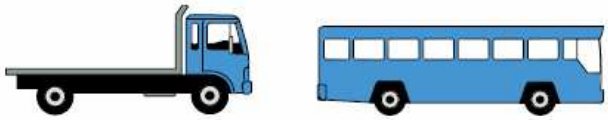
Categories of drivers licences on Norfolk Island

(a) "C" (or "car") licence that permit the holder to drive a motor vehicle of GVM no more than 4.5 tonnes which carries no more than 11 passengers; and
(b) "R" (or "rider") licence that permits the holder to drive a motor cycle or motor tricycle;
(c) "LR" (or "light rigid" licence that permits the holder to drive any rigid vehicle with 2 axles having a GVM more that 4.5 tonnes but no more than 8 tonnes but any towed trailer must not weigh more than 9 tonnes: the licence includes any vehicle with a GVM no more than 8 tonnes that carries more than 11 passengers and vehicles covered by a category C licence;

LR (LIGHT RIGID LICENCE)
THE VEHICLE YOU WANT TO DRIVE

RIGID
Yes
NUMBER OF PASSENGERS INCLUDING THE DRIVER
More than 12 adults including the driver.
GVM
GVM not greater than 8T. Any towed trailer must not weigh greater than 9T GVM.

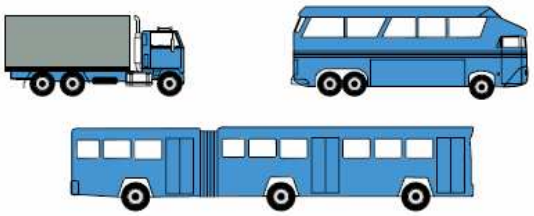
(d) "MR" (or "medium rigid") licence that permits the holder to drive any motor vehicle with 2 axles with a GVM more than 8 tonnes but any towed trailer must not weigh more than 9 tonnes and includes vehicles covered by a category LR licence;

MR (MEDIUM RIGID LICENCE)
THE VEHICLE YOU WANT TO DRIVE

RIGID
Yes
NUMBER OF AXLES
2
GVM
GVM greater than 8T. Any towed trailer must not weigh greater than 9T GVM.

(e) "HR" (or "heavy rigid") licence that permits the holder to drive any rigid vehicle with 3 or more axles and a GVM more than 8 tonnes or a vehicle towing a trailer if trailer has a GVM of not more than 9 tonnes; and

HR (HEAVY RIGID LICENCE)

THE VEHICLE YOU WANT TO DRIVE (note the number of axles)



RIGID
Yes Note: Bendi-buses are treated as rigid vehicles.
NUMBER OF AXLES
3 or more
GVM
GVM greater than 8T. Any towed trailer must not weigh greater than 9T GVM.

(f) "HC" (or "heavy combination") licence that permits the driver to drive a prime mover attached to a semi-trailer or a rigid vehicle towing a trailer with a GVM of no more than 9 tonnes and may include an unladen converter dolly.

HC (HEAVY COMBINATION LICENCE)

THE VEHICLE YOU WANT TO DRIVE (note the number of axles)

ARTICULATED VEHICLE OR HEAVY RIGID VEHICLE TRAILER COMBINATION INCLUDING UNLADEN DOLLY
Yes
NUMBER OF AXLES
3 or more
GVM
Any towed trailer with GVM of more than 9T.

"GVM" means "gross vehicle mass" which is the maximum allowable total mass of a fully loaded motor vehicle, consisting of the *tare mass* (mass of the vehicle) plus the load (including passengers).

A person must have held a C licence for a period of at least 12 months before an application for the issue of an HR or HC may be made.

Special provisions regarding driving under the influence of alcohol or drugs

A person who drives or attempts to drive a motor vehicle whilst under the influence of intoxicating liquor or a drug or psychotropic substance commits an offence – for the driver of a commercial vehicle their blood alcohol content must be 0.00. A "commercial vehicle" means a motor vehicle that is used, or intended to be used, for carrying goods or passengers:

(a) for hire or reward or for a consideration; or
(b) in the course of a trade or business;

Bus related provisions

A "bus" is defined as a vehicle designed to carry more than 11 passengers.
A "minibus" means a vehicle designed to carry no more than 11 passengers.

The driver of a bus must not drive the bus unless the doors of the bus are closed while the bus is moving.

The seating configuration of a bus must be enable passengers to exit satisfactorily in an emergency.

Buses must not carry more than one seated passenger per adult seat. There are some exceptions to this for primary or preschool children (conditional on a number of factors).

Tourist buses must not carry standing passengers.

The provisions that state a driver must ensure passengers under 16 years of age must wear a seatbelt, do not apply to buses and mini buses.

Loading heavy vehicles

When driving a motor vehicle which has a load projecting more than one metre from the rear of that vehicle, the driver must attach to the rear of that load —

(i) at night - a red light; and
(ii) at any other time - a red flag or red light,
visible at least 100 metres behind the vehicle;

A person shall not drive or be in charge of a motor vehicle on a road unless — f the vehicle is carrying a load - the load is safely and securely fastened to the vehicle and, in appropriate cases covered in such a way that no part of the load may fall, or escape, from the vehicle or render the vehicle unbalanced or in any other way unsafe or unstable.

Further information on heavy vehicles can be obtained from the Traffic Act 2010 and the Traffic Regulations 2010 at http://www.info.gov.nf/

GENERAL SAFETY AND MAINTENANCE INFORMATION FOR HEAVY VEHICLES

A number of provisions that are in force on the Australian mainland do not apply to Norfolk Island, however it is useful for applicants to familiarise themselves with safety and maintenance provisions. These include but are not limited to:

- Heavy vehicle stopping distances;
- maintenance of air brakes;
- loading a heavy vehicle correctly; and
- how to control the speed of a heavy vehicle .

Information on safe driving for heavy vehicles may be located on Australian state government websites, for example, the New South Wales Road and Maritime Services is a useful site: http://www.rta.nsw.gov.au/heavyvehicles/index.html

Brakes and heavy vehicles

Controlling speed
• Brake early and gradually.
• Where possible, brake when your vehicle is driving in a straight line.
• Allow for the weight of the load – a loaded vehicle takes far more braking effort to slow down than an unloaded one.
• Brake according to the road surface – allow more braking distance if the road is gravel, steep or slippery.
• Ease off the brakes as the vehicle slows down.
• Always test the brakes immediately after driving through deep water as wet brakes do not perform well.

Brake failure
Brakes kept in good condition rarely fail. Most brake failures occur because of:
• Loss of air pressure.
• Loss of hydraulic pressure.
• Brake fade (boiling of hydraulic fluid) on long hills
– bad driving practice.
• Poorly maintained brakes.

Air brake operation
Most heavy vehicles have full air brakes. It is important that brakes are properly adjusted and well maintained. When you apply the foot brake pedal you are opening a valve that allows pressurised air to flow to the brake chambers at each wheel. Therefore braking effectiveness depends on how far you depress the pedal, unlike a car where the braking effectiveness depends on how hard you depress the pedal. It is very important to check your brakes properly and regularly, and to refer to the manufacturer's manual.

Loss of hydraulic brakes

What to do if your hydraulic brakes fail:

• Change gears down.
• Pump the brakes – sometimes pumping them can partially restore hydraulic brakes.
• Use the emergency parking brake.

Hills and curves

Going down hills

• Select a gear low enough to slow down the vehicle without the constant use of brakes.
• If you miss the gear when trying to gear down, stop the vehicle with the brakes immediately, then select the correct gear. It is very dangerous to coast while you struggle with the gears.
• Use auxiliary brakes to help control the vehicle speed.
• Reserve your service brakes for coping with emergencies, traffic conditions or sharp corners.
• Try to brake on straight sections of road where possible as this reduces the chance of skidding.
• Avoid fanning (repeatedly applying and releasing) the brakes as this leads to an increase in brake temperature and failure due to brake burn out. In air brake systems, fanning wastes compressed air, reducing the reserve available for an emergency.

Going up hills

• Shift down early to prevent engine 'lugging'. Lugging is shuddering or excessive vibration in the engine.
• Use engine torque (the turning force available at the crankshaft) efficiently. Do not let engine revs fall below the maximum torque speed.
• Shifting down two or more gears at once may be necessary when going up a steep hill.

Before entering a sharp curve

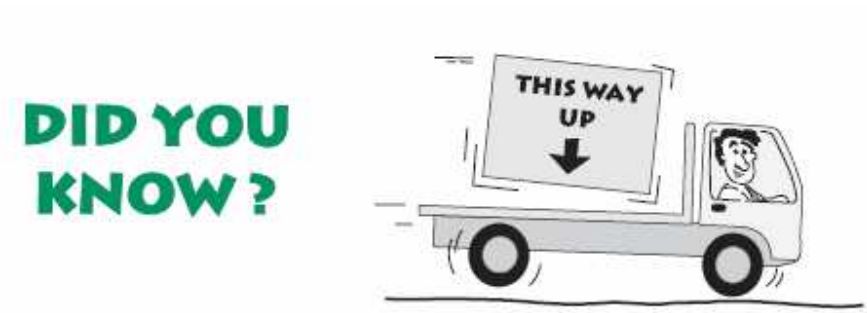
Reduce speed and select the correct gear before you enter the curve. The gear you select should have the engine revs near the maximum torque level as specified by the engine manufacturer, allowing you to accelerate smoothly out of the turn.

Source:

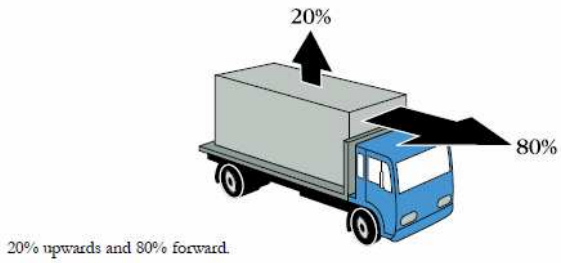
http://www.rta.nsw.gov.au/licensing/downloads/heavy_vehicle_driver_handbook.pdf

Loading heavy vehicles

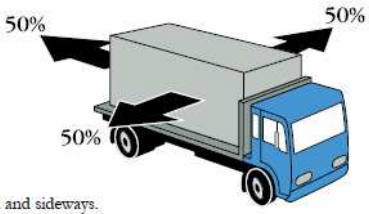
Summary of the National Transport Commission Load Restraint Guide (http://www.ntc.gov.au/viewpage.aspx?AreaId=35&DocumentId=862).



- A load that is restrained so it doesn't shift is required to withstand forces of at least:
  80% of its weight in the forward direction;
  50% of its weight sideways and rearwards, and
  an additional 20% of its weight vertically.



20% upwards and 80% forward.



50% rearward and sideways.

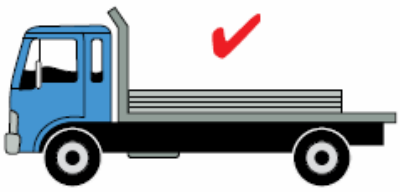
- Some industry practices have been tested and the forward restraint found to be only half that required.
- There is often a greater chance of losing a load when braking at low speed than at high speed as it is easier for the brakes to grab at low speed.
- Ropes are extremely ineffective for restraining loads.
- Even though a rope might feel tight, the amount of tension in it is very low.
- The tension in a webbing strap is generally about 5 to 10 times more than a rope.

- Short chains are difficult to tighten properly with a ‘dog’, because they won’t stretch as much as a long chain, to allow the handle to be pulled down. Turnbuckles are better.
- If a load is properly restrained, on a stationary tipping truck or trailer, it will not dislodge, even when the deck is fully tilted.

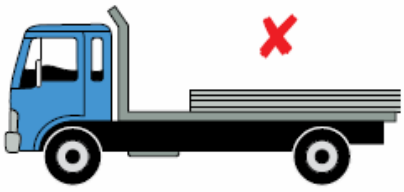
A correctly contained loose load.

Loose loads need to be safely restrained as shown on the left.

- Just because a load has been carried in a particular way for many years does not mean it is properly restrained.
- A ‘curtain-side’ cannot restrain a load properly unless it is part of a certified load restraint system.
- The weight of the load alone cannot provide enough friction to restrain it during normal driving. Additional restraint must be used.
- A heavy load is just as likely to fall off as a light load. The same ‘g’ forces are acting on both.



The load weight is well positioned and evenly distributed.

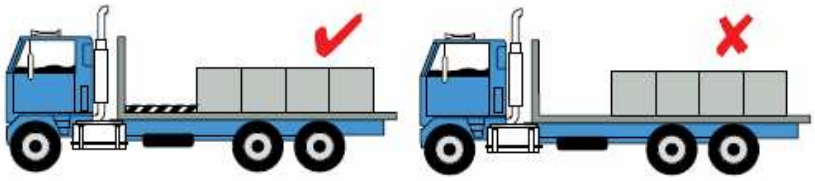


The load is dangerously positioned.

The load weight is well positioned and evenly distributed.

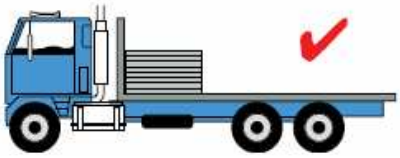
The load is dangerously positioned with the centre of gravity too high.

- If a load falls off a vehicle travelling at 100 km/h and is hit by a vehicle travelling in the opposite direction at 100 km/h, it has the same impact as the load travelling at 200 km/h and hitting the vehicle when it is stationary.
- Most headboards and loading racks are not strong enough to fully restrain heavy loads.



The headboard and extra blocking can be used to stop load shift.

The load is not secured and could shift.



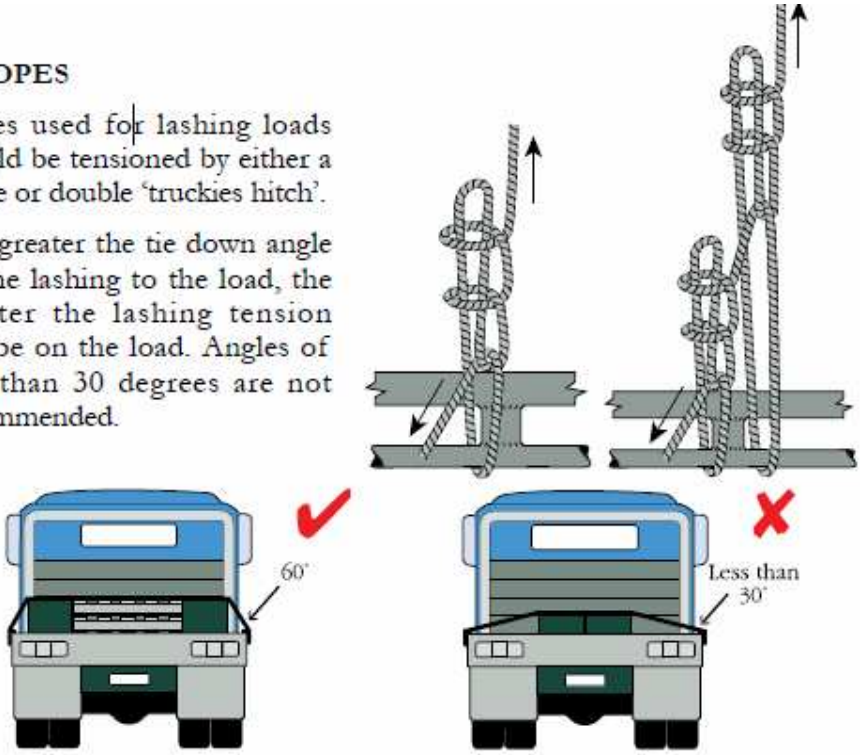
The load is correctly blocked against the headboard.

- Any load that is properly restrained will not come off a vehicle in normal driving including the most severe braking, swerving and cornering.
- Most load restraint accidents occur at low speed in city areas and often only after a short distance. The same amount of restraint must be used for every journey.
- When the load settles, the lashings loosen and cause a huge reduction in tension.
- The tension in the lashings should be checked soon after moving off and then regularly during the journey.

ROPES

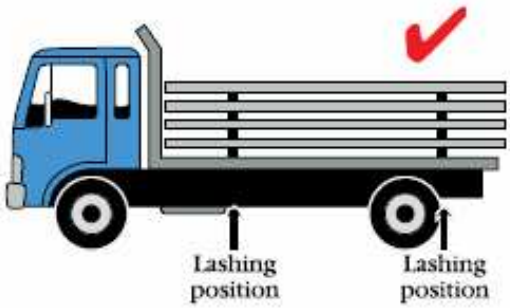
Ropes used for lashing loads should be tensioned by either a single or double 'truckies hitch'.

The greater the tie down angle of the lashing to the load, the greater the lashing tension will be on the load. Angles of less than 30 degrees are not recommended.

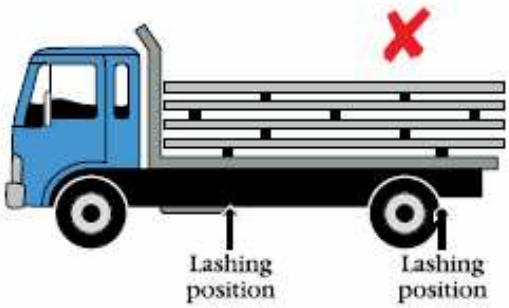


The greater the angle of the lashing to the load the greater the lashing tension will be. Angles less than 30° are not recommended.

- Checkerplate steel decks are just as slippery as smooth flat steel decks.
- Loading directly onto slippery steel decks, roof racks or A-frames should be avoided.
- Use wood or rubber to improve the grip.
- The most cost-effective method to tie down many loads is to put a tough rubber load mat underneath the load. Rubber load mat can more than halve the number of lashings needed.
- Conveyor belting may have only half the grip of rubber load mat. Its surface is designed to resist wear and is therefore more slippery especially when wet. Rubber load mat or timber dunnage is better.



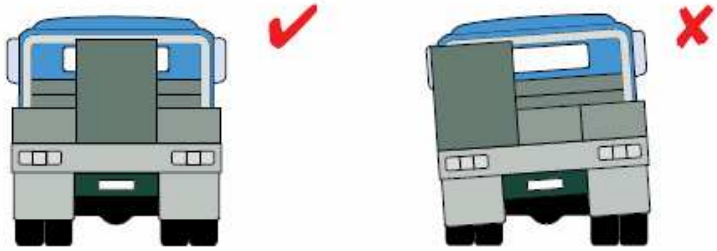
Dunnage needs to be vertically aligned to minimise movement when under lashings.



The dunnage is placed irregularly and could loosen or overtighten lashings when the vehicle is operating.

- Low friction is ‘high risk’.
- In some cases, if the load and deck are both slippery, it could be necessary to use four 50 mm webbing straps (each 2 tonne lashing capacity) to tie down a half tonne load.
- If you have enough tie down lashings and the load does not shift when cornering or braking, the tension in the lashings always stays the same. It does not increase even under heavy braking because the load has not moved.
- The driver could lose control if a trailer or caravan begins to sway sideways because it is poorly loaded. Make sure the drawbar always pushes down on the towbar.

The weight of the load should be evenly distributed.



The weight of the load needs to be evenly distributed.

- The headlights on some vehicles should be adjusted when they are loaded.

Diagrams taken from: http://www.rta.nsw.gov.au/licensing/downloads/heavy_vehicle_driver_handbook.pdf

This booklet was created by Norfolk Island Police Force March 2012.