



Pacific Haulage Ltd



SAFETY ALERT

RE: LOAD HEIGHTS

Background:

- Over the last few months Eastland Port have been standing drivers down for overheight loads. This is impacting not only on our business but also the crews we cart from are missing out on income with drivers being stood down.
- Truck packets are commonly judged as being overheight, this is especially common when loading old wood and the driver is trying to “get my weight”
- Loader drivers are responsible for correctly crowning loads, but the truck driver must visually inspect the front, rear, and sides of the load for height before leaving the skid and ask the loader operator to make adjustments if necessary.
- Eastland Port, CVST, and Worksafe are monitoring load heights for compliance

Important Points:

- Trucks must not be driven off the skid with an overheight load.
- “I was trying to get my weight” is not an acceptable reason to be overheight. Being overheight can incur an infringement ticket as well as a stand down. This is two costs to the company.
- The chain of responsibility is shared not transferred, you can’t blame the other person.

Solution:

- Loader operators to load as per the ACOP
- Truck drivers to visually inspect load prior to leaving skid
- Single packet loads on trailers to have extension pins up at all times.

LOAD PLACEMENT: From Section 16 of the ACOP

- No part of the outside logs of the load shall be loaded above the top of the stanchions or the stanchion extensions.
- Logs loaded in the middle of the load shall not have more than one-third of the diameter of the log above the adjacent logs (see diagram showing maximum permitted log heights with crowning).
- The top of the load shall be rounded so that the load-securing device will contact as many logs as possible.

