

# ***Dimension and Loading (D & L)***

## ***Pre-Departure check***

Prior to commencing any journey drivers are required to perform a pre-departure *D & L* check to ensure *Dimension and Loading* compliance prior to entering the *Public Road Network*; in situations where drivers perform multiple loads in a work period/shift, this *D & L check* must be performed and its performance recorded ***prior to every departure.***

Any non-compliances detected must be rectified prior to the combination entering the *Public Road Network*.

Potential corrective actions necessary to ensure compliance *might include*: adjusting the load, breaking the load down into smaller/multiple consignments, or obtaining relevant permissions to enter the *Public Road Network* by means of obtaining approvals (e.g. *Permits* or *Gazette Notices*) from relevant authorities such as *Main Roads, Local Government Authorities (Shire councils)* and/or *Western Power* etc.

### **Pre-Departure D & L Checklist:**

1. Does the hauling vehicle's GCM (*Gross Combination Mass*) equal or exceed the vehicle combination and load?  
***Under no circumstances can a vehicle and load combination exceed the powered vehicle's GCM (GCM as rated by the Vehicle Manufacturer)***
2. Is the vehicle combination suitably licensed/registered?
3. Is the vehicle within regulated dimensions for width, height, length and mass?
4. Are the combination's axle-group gross weights within regulation, if approved scales are unavailable at the loading point has consideration been given to positioning the load to *throw* weights onto the vehicle combination's axle groups accordingly?
5. If required, are any necessary *Licenses, Permits, Gazette Notices* or *Local Government Authority approvals* carried in the vehicle, and does the driver understand these documents and any related conditions of approval?
6. Is the planned or proposed route (or network) approved for the intended transport task?
7. Is the load safely secured to the vehicle?
8. If required; is the load *tie down equipment* suitable for the task and in good condition?
9. If used, is dunnage suitable for the task, correctly positioned and restrained onto the vehicle?
10. Is the driver aware of, and does the driver understand and acknowledge the accredited operator's *Rollover Mitigation Procedure*?
11. Has the *vehicle & load* combination's *COG (Centre of Gravity)* been positioned at the lowest practicable point?

If this *Pre-departure D & L checklist* identifies any non-conformances the vehicle and load combination *cannot* be operated on the *Public Road Network* until these non-conformances have been rectified.

**Under no circumstances is a *non-compliant combination* allowed to enter the **Public Road Network.****

Drivers can record their performance of this *D & L pre-departure checklist* by ticking their *Daily pre-start tick box* **for every** *D & L check* they perform during their work period/shift.