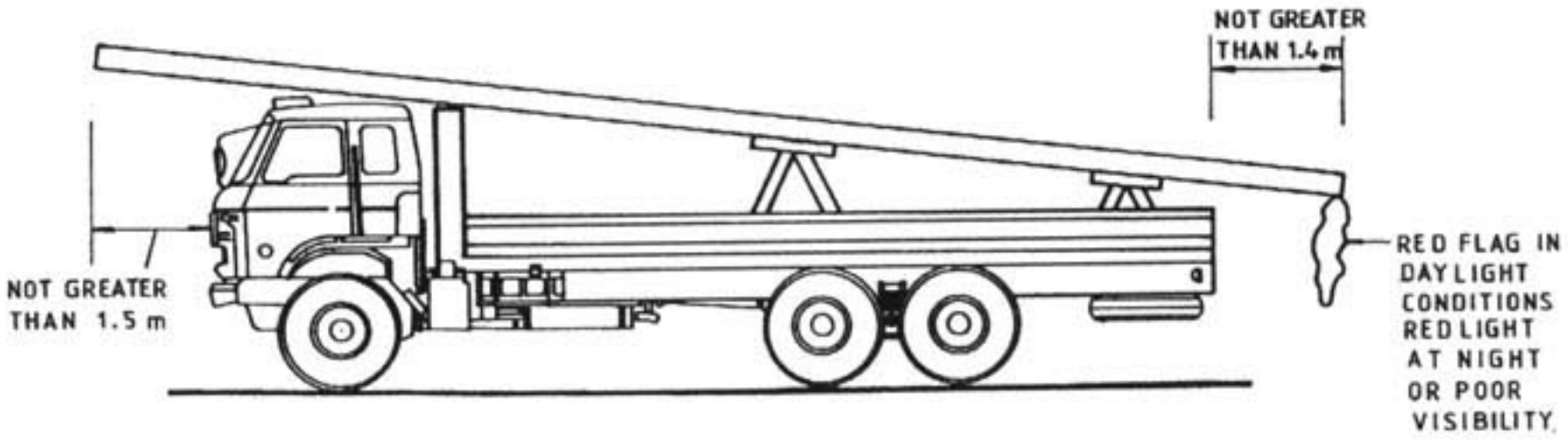
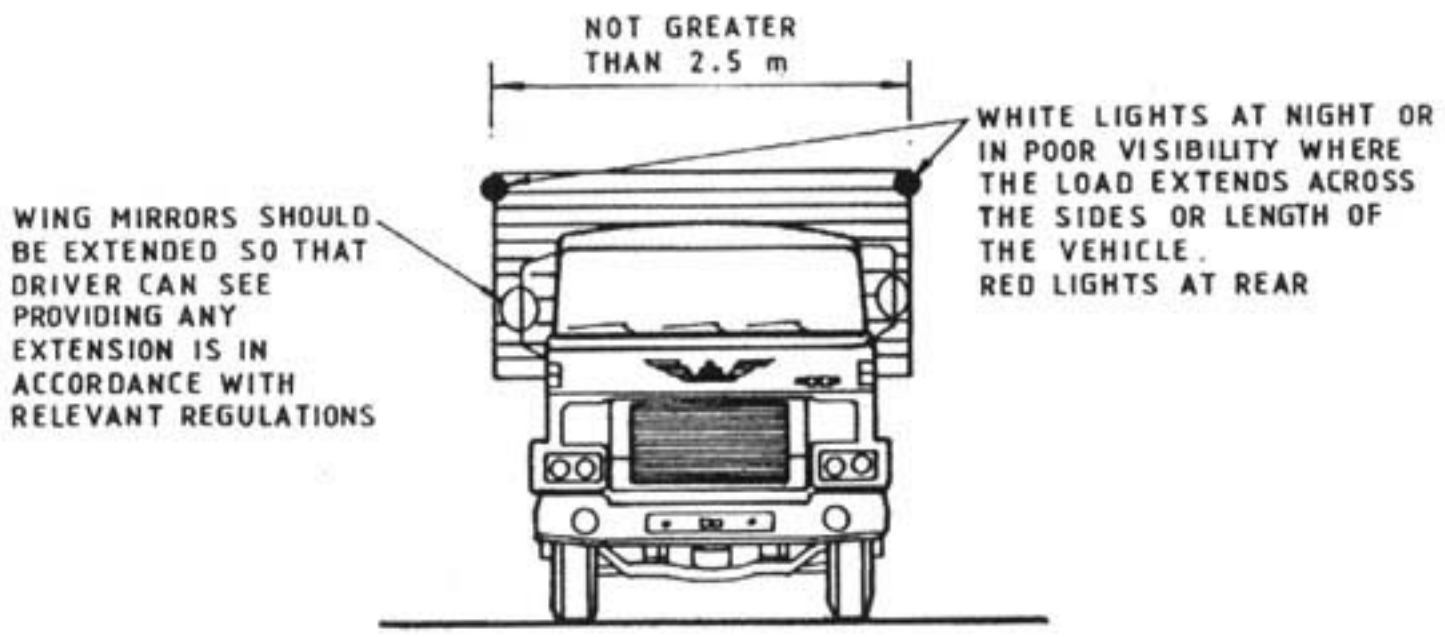


PERMITTED EXTENSION DIMENSIONS



PERMITTED WIDTH DIMENSIONS

PERMITTED WIDE AND LONG LOADS

DIAGRAM 3.9.1

3.9 Long and Wide Loads

3.9.1 Regulation 55 of the Road Traffic (Traffic Control) Regulations generally permits the following: -

i) A load may extend up to 1.5 m in front of the vehicle.

ii) A load may extend up to 1.4 m over the rear of the vehicle.

iii) A load may extend sideways but the total width of the load and any part of the vehicle must not exceed 2.5 m.

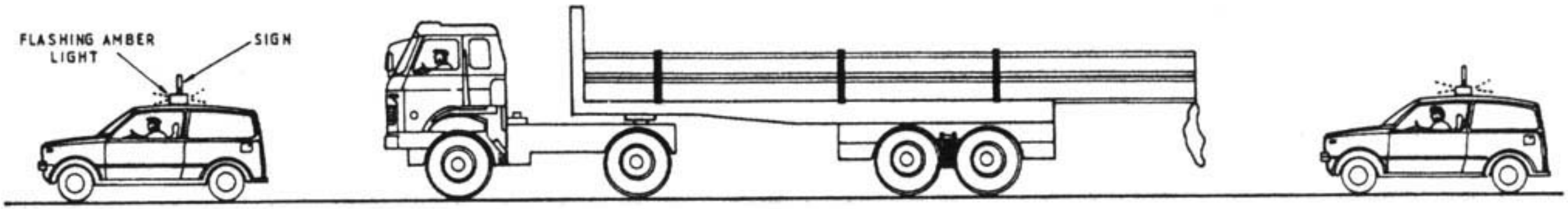
3.9.2 Where a vehicle does overhang within the tolerances mentioned in paragraph 3.9.1, then in accordance with Regulation 56 of the Road Traffic (Traffic Control) Regulations, in daylight conditions, a red flag not less than 1 square metre must be attached to the rear extremity of the load, and at night or in poor visibility, a white light must be displayed on each side of the front extremity of the load and a red light must be displayed on the rear extremity of the load, see Diagram 3.9.1.

3.9.3 If a load is required to be carried and it is likely to extend beyond the vehicle by more than any of the dimensions given in paragraph 3.9.1 then as a first step, it should be ascertained whether it could be more conveniently carried on a larger vehicle.

3.9.4 Where it is not possible to provide a larger vehicle then a wide or long load permit in accordance with Regulation 54 of the Road Traffic (Registration and Licensing of Vehicles) Regulations must be obtained before the load can be transported along any public roads.

3.9.5 With regard to the issuing of a wide or long load permit, it should be noted that these will not be issued for any vehicle which is less than 9.1 m in length.

3.9.6 A condition of issuing a wide or long load permit is that the vehicle carrying the load must be escorted by a vehicle at the front and a vehicle at the rear each displaying a sign "Long Load" or "Wide Load" as the case may be. The escort vehicles must also be equipped with amber flashing lights, as shown in Diagrams 3.9.2 and 3.9.3. Approval for the use of amber flashing lights on a vehicle must however be obtained from the Transport Department before they are fitted.



FRONT ESCORT VEHICLE

REAR ESCORT VEHICLE

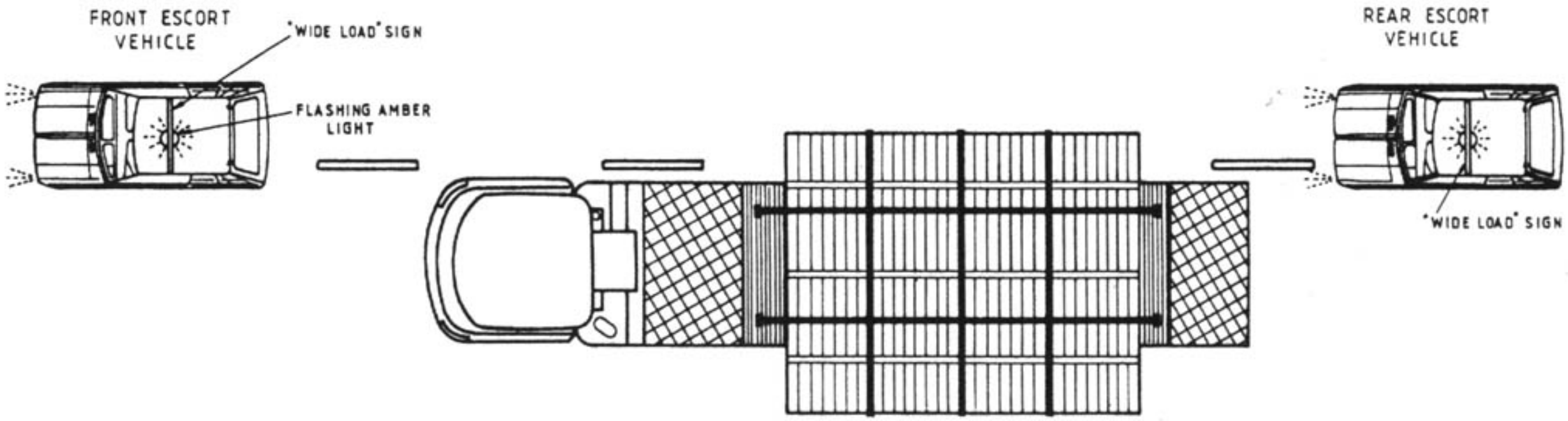
'LONG LOAD' SIGN DETAILS

FRONT VIEW
FRONT ESCORT VEHICLE

REAR VIEW
REAR ESCORT VEHICLE

TRANSPORTING LONG LOADS

DIAGRAM 3.9.2



"WIDE LOAD" SIGN DETAILS

TRANSPORTING WIDE LOADS

DIAGRAM 3.9.3

3.9.7 The police must always be consulted as to the exact duties of the escort vehicles, and the police at times may require that they provide or assist in the escorting of wide or long loads. This is particularly relevant in respect of abnormally wide loads, as it may be necessary to direct other traffic and only the police have the authority to do this.

3.9.8 Although the advice of the police must be sought on each occasion, as mentioned in paragraph 3.9.7, the following are general guidelines as to the duties of escort vehicles: -

(i) Long Loads

(a) Front Escort Vehicle

This vehicle should be driven in front of the vehicle being escorted. There should be sufficient space between the escort vehicle and the vehicle carrying the load so that another vehicle having overtaken the long load, if necessary, can move into the gap. The driver of the escort vehicle should give every opportunity for this other vehicle to overtake his vehicle, and should also try to avoid more than one vehicle being positioned between his vehicle and the long load at any time. When cornering, the escort vehicle should follow an outer path similar to that which the long load would be expected to follow, in order to warn other road users of this.

(b) Rear Escort Vehicle

This vehicle should take up a position behind the long load, generally such that there is space for another vehicle to overtake and move between the escort vehicle and the long load. The driver of the escort vehicle should generally give every opportunity for other vehicles to overtake but as with the front escort vehicle, should try and prevent the situation where there is more than one vehicle between his vehicle and the long load. On bends or when cornering the rear escort vehicle should take up a position to the offside of the long load so that other vehicles or other road users are discouraged from moving into the likely swept path of the long load.

(ii) Wide Loads

(a) Front Escort Vehicle

On two-lane two-way carriageways, wide loads will generally occupy the full lane width and may at times extend into the adjacent lane. It is therefore very necessary that the front escort vehicle gives a clear indication to any oncoming traffic of the extent of the load. The front escort vehicle should therefore take up a position so that the offside is in line with the offside extremity of the wide load. If this does require driving partly on the opposing lane then in daylight conditions, as well as the amber flashing light, the vehicle's headlights in a dipped position should be switched on. Ideally a police motor cycle escort should be provided ahead of the main convoy directing opposing traffic over to their nearside. Wide loads which are likely to extend into the opposing traffic lane should never be transported at night unless police supervision can be provided. On dual carriageway roads, the front escort vehicle is not essential and needs only to take up a normal driving position in front of the wide load.

(b) Rear Escort Vehicle

On two lane two way carriageways, the purpose of the rear escort vehicle is to positively discourage other vehicles from overtaking and to act as a further reminder of the extent of the wide load. The escort vehicle should therefore take up a position slightly to the offside of the load such that the vehicle can be seen by approaching drivers, and generally prevent vehicles behind from overtaking.

The driver of the rear escort vehicle or preferably a passenger should also observe the degree of the following traffic being held up. If this becomes excessive then the driver by a prearranged signal should indicate to the driver of the wide load vehicle and the front escort vehicle of the need to find a convenient layby or other suitable place to stop to allow the following vehicles to pass.

On dual carriageway roads, the load should only be driven along the nearside lane, unless of course it needs to use an offside exit. The rear escort vehicle should bc used to indicate the extent of the width of the load and should therefore take up a position to the offsidc of the load. If a right turn movement is required to be made, extreme caution is necessary and thc manoeuvre should be started by signalling that the convoy is moving to the right well in advance of whcrc this is to occur. Once the convoy has signalled its intention to move to the right, thc rear escort vehicle should move across first providing a protected area for the wide load. If the lane into which thc convoy has moved is the outside lane then the escort vehicle should position itself in line with the nearside of the load, if it is a middle lane it should position itself on the offside of the load.

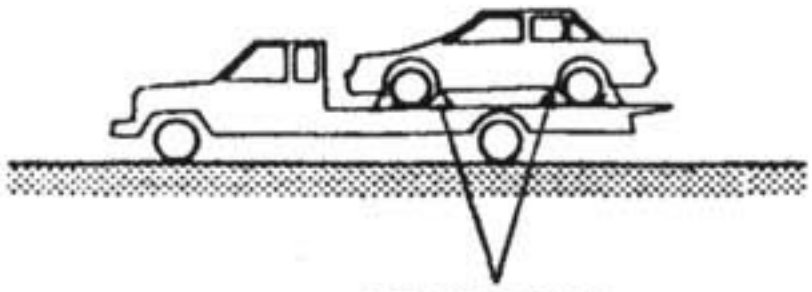
3.10 Liquid Loads

3.10.1 Special attention is required when transporting liquid loads in large tanks or other such containers. Live fish tank lorries are a specific example of this type of transportation.

3.10.2 Spillage of liquids whilst in transportation on to the road surface causes it to become slippy and consequently a danger to other vehicles and pedestrians. Most liquids will cause the vehicle body to deteriorate and may also accelerate the deterioration of the road itself. To prevent such spillage tanks should be completely sealed. If oxygenation of the water is required this should be done through appropriate tubing sealed into and through the top of the tank.

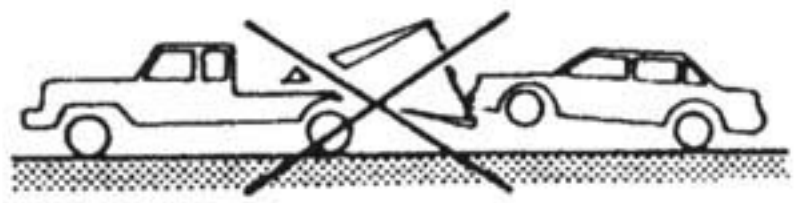
3.10.3 If a large tank is only partly filled with liquid, the movement of the liquid during transportation may cause severe instability of the vehicle. To prevent this problem, the size of the tank should be matched closely to the volume of liquid to be transported, so that the tank can be filled and, as previously stated, sealed.

USING FLAT BED TRUCK
IS THE BEST METHOD.



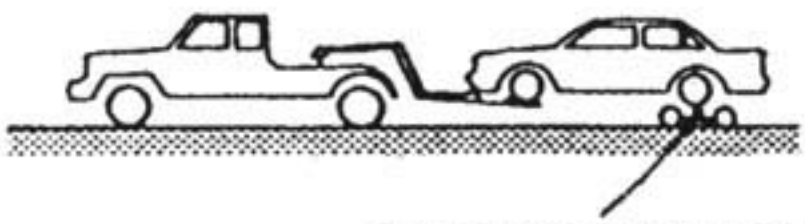
CHOCKED

TOWING WITH SLING TYPE
TRUCK MAY CAUSE BODY DAMAGE.



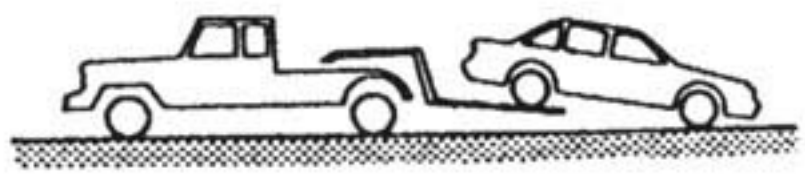
FOR FRONT AND REAR WHEEL DRIVE VEHICLE

TOWING WITH WHEEL LIFT TYPE
TRUCK – FROM FRONT



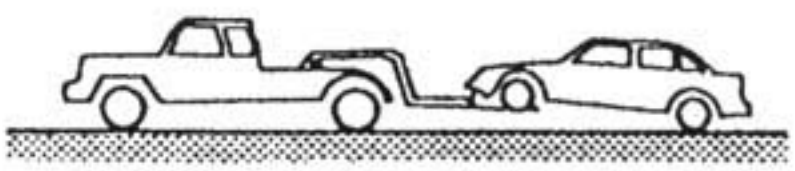
USE TOWING DOLLY

- FROM REAR

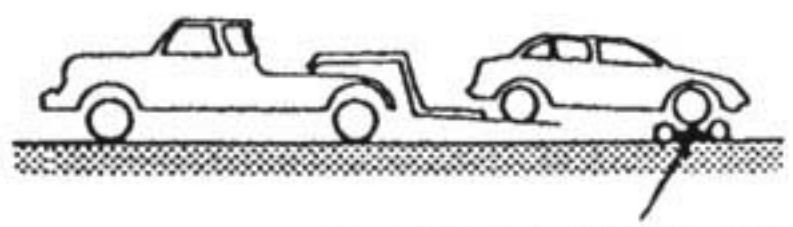


FOR REAR WHEEL DRIVE VEHICLE

TOWING WITH WHEEL LIFT TYPE
TRUCK – FROM FRONT



- FROM REAR



USE TOWING DOLLY

FOR FRONT WHEEL DRIVE VEHICLE

ADVICE ON TOWING VEHICLES

DIAGRAM 3.11.1

3.11 Towing Vehicles

3.11.1 Vehicle towing is a specialist field and different vehicles vary in how they should best be towed. Anyone not fully experienced in vehicle towing is therefore advised to seek specialist advice before carrying out the operation. Some general advice is provided in the following paragraphs and in Diagram 3.11.1.

3.11.2 The recommended method of towing is to use a flat back truck, large enough to accomodate the 'towed' vehicle in terms of both its size and weight. The parking brake of the 'towed' vehicle should be applied and it should be firmly secured to the 'towing' vehicle, to prevent any movement either laterally or longitudinally.

3.11.3 A lift type truck is not as good as a flat back truck, but is also acceptable for towing providing the correct measures are taken. In all situations the 'towed' vehicle must be secured to the lift with custom designed restraint equipment, to ensure that the 'towed' vehicle cannot break free of the 'towing' vehicle under any circumstances. Any of the 'towed' vehicle's wheels which are in contact with the carriageway must be in good condition. The size and weight of the lift type truck shall be so selected that no overloading would be caused to the rear axle(s) of the 'towing' vehicle when towing.

3.11.4 When using a lift type truck it is also advisable to follow certain rules in order to prevent damage to the car:

(a) Front Wheel Drive Vehicles

(i) Manual transmission -: If towing from the front, the parking brake should be released to permit the rear wheels to rotate. If towing from the rear a dolly is recommend under the front wheels. If a dolly is not available the ignition key should be turned to the position which unlocks the steering and the transmission put into neutral, to avoid damage to the steering lock.

(ii) Automatic transmission -: If towing from the front, as per manual transmission. If towing from the rear a dolly must be used under the front wheels or the automatic transmission will be damaged.

(b) Rear Wheel Drive Vehicles -

(i) Manual transmission: - If towing from the front it is preferable to use a towing dolly under the rear wheels. If a towing dolly is not available, release the parking brake and put the transmission into neutral. If towing from the rear place the ignition key in the position which releases the steering lock.

(ii) Automatic transmission: - If towing from the front, a towing dolly must be used under the rear wheels. If towing from the rear place the ignition key in the position which releases the steering lock.

3.11.5 Sling type trucks, used for front or rear towing, may damage the vehicle.