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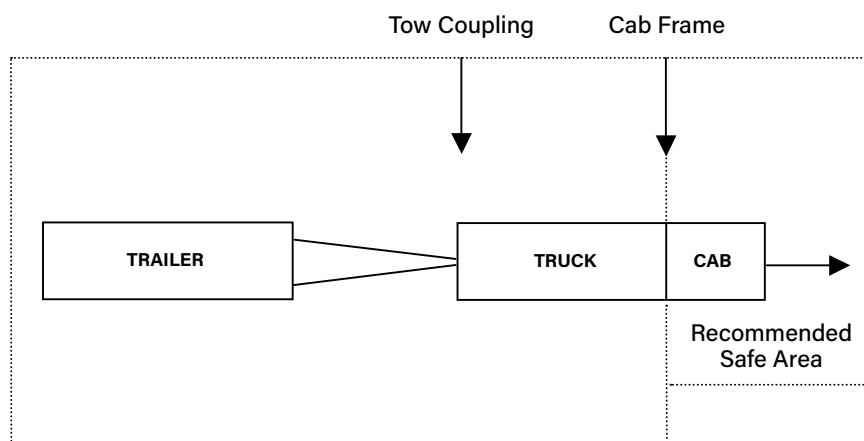
LOADING/ UNLOADING

1.1 UNLOADING AT YARDS / MILLS

- (A) Loader Driver is in control of operation.**
- (B) Unloading will not commence until the truck driver signals the loader driver that the load is ready to be removed (i.e. all chains and strops removed)**
- (C) During the unloading phase, the driver will remain in the cab of the truck with the door and windows closed unless site specific instruction differs, where the driver is asked to vacate the vehicle and stand in the recommended safe area.**
- (D) Loaders unloading will not drive past the cab during the unloading phase, always clearing the truck by travelling past the rear of the truck.**
- (E) Drivers must comply with all instructions, signs and speed limits when entering or leaving a mill site, log yard or weighbridge.**
- (F) Load securing chains and/or strops shall not be removed until the vehicle is in the designated unchaining area.**
- (G) Extension pins do not get lowered until the full unloading process has been completed**
- (H) Drivers will only proceed to the unloading area on instructions from the Loader Operator, and stop where the Loader Operator directs.**
- (I) When leaving the cab of the vehicle drivers must, at all times, ensure that they are wearing the appropriate PPE.**
- (J) Drivers will proceed upon Loader Operator's instructions to a designated area to remove bark, slovens, dirt and, in some cases, to have the trailer loaded on to the truck before leaving the site.**

1.2 LOADING AT YARDS / MILLS / BUSH

- (A) The Loader Driver is under direction of the truck driver and the truck driver will always be on the loader operating side of the truck.
- (B) Where practicable the truck driver will always be in the recommended safe area, as shown below. Furthermore, it is recommended that the driver be least 6 metres forward of cab guard.
- (C) The truck driver has full responsibility for their load and must observe the whole loading procedure to ensure the load complies with all safety and statutory requirements.
- (D) If the truck driver identifies further hazards (eg: other loaders operating in the vicinity), then the driver should stand close to, or sit inside, the truck.
- (E) A satisfactory system of communication and procedures shall be arranged between the Loader Operator and truck driver before loading commences.
- (F) While unloading empty trailers from the truck the driver must be forward of the cab frame.
- (G) While turning drawbars, the front wheels of the trailer must be kept as close to the ground as practical whilst allowing the operator to maintain optimum control of the drawbar/ process when the drawbar is being repositioned. The operator must not move under any part of the suspended trailer to carry out this task.



- (H) Chaining will only occur after all loading at that site is completed.
- (I) If the truck driver needs to go into the loading zone for any reason (e.g: adjust equipment, make repairs, inspect load etc), they may only do so with the loader operator's approval. No loading activity shall occur while the truck driver is in the loading zone.

1.3 THE INDUSTRY'S NUMBER 1 GOAL - LONG AND LOW



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Preferred – Same load double bunked. Also note taper in the load.

2. Basic hand signals for signalling the loader or crane operator

STOP



Extend one arm and hold palm of hand vertical. NOTE: EMERGENCY STOP is indicated by holding both arms up.

MOVE SLOWLY



Place one arm motionless across chest in conjunction with or before giving any other directional signal. ("Hoist slowly" shown as example.)

HOIST UP



With forearm vertical, forefinger pointing up, move hand in horizontal circles

HOIST LOWER



With arm extended downward, forefinger pointing down, move arm in horizontal circles.

FINISHED WITH CRANE



With arm extended downward, forefinger pointing down, move arm in horizontal circles.