



Cotton Australia Fact Sheet Transportation of Round Modules 2013

Last Updated: March 2013

Introduction

Cotton Australia has prepared this paper to provide an overview of the rules and requirements around the transportation of both conventional and round bale modules from the farm to the gin yard. While Cotton Australia has taken care in preparing this, it does not warrant the accuracy of the information and operators should seek their own information from the transport regulators.

Information pertaining to NSW and Qld based rules and regulations can be accessed here:

- <http://www.rta.nsw.gov.au/heavyvehicles/>
- <http://www.tmr.qld.gov.au/Business-industry/Heavy-vehicles>

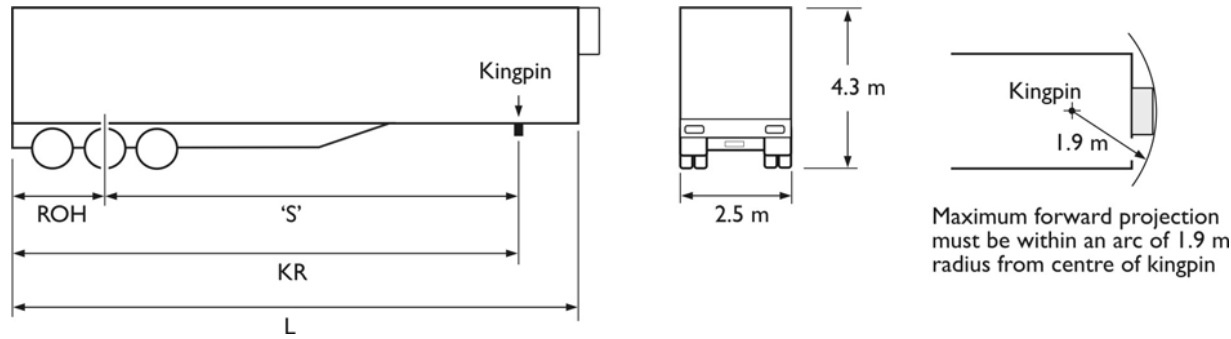
Dimension Limits

ROH and KR is measured to the outside of the load if it protrudes out the back of the truck. This includes the curvature of the last round module even if the weight is placed on the tray of the truck.

These measurements are consistent with those in Queensland, unless the extensions are in accordance with the **Queensland Class Permit No. 126-TH-13 am1 – Extended road train trailers for the Transportation of Road Bales**

([http://cottonaustralia.com.au/uploads/resources/Permit_Extended_Road_Train_Trailers_for_Round Cotton Modules in Qld.pdf](http://cottonaustralia.com.au/uploads/resources/Permit_Extended_Road_Train_Trailers_for_Round_Cotton_Modules_in_Qld.pdf)) This permit is only valid in Queensland, and can be downloaded from the Cotton Australia or TMR website.

Please remember that any extensions need to have an accompanying Certification from a qualified Engineer and need to adhere to the dimension limits shown below. Certification is not required for the above Queensland permit.



- Rear overhang (ROH): 60% of 'S' dimension or 3.7 metres, whichever is the lesser.
- 'S' dimension*: 9.5 metres.
- Kingpin to rear (KR)*: 12.3 metres.
- Length (L): No specific limit, however, when combined with a prime mover, the overall combination length must not exceed 19 metres.
- Note: If a semi-trailer's point of articulation (kingpin) is adjustable longitudinally all internal dimensions
- (ROH, 'S' and KR) must comply with the above limits when measured at any point of kingpin adjustment.

Source: Vehicle Standards Information | No 5 | Rev. 4 | Published 19 May 2010 6 (20 pages)
Available on the NSW RTA website.

Load Restraint Systems

All loads in Australia must be restrained in accordance with the **National Transport Commission 2004 Load Restraint Guide**, a copy of which can be found on the Cotton Australia website (http://cottonaustralia.com.au/uploads/resources/LoadRestraint_Guide.PDF).

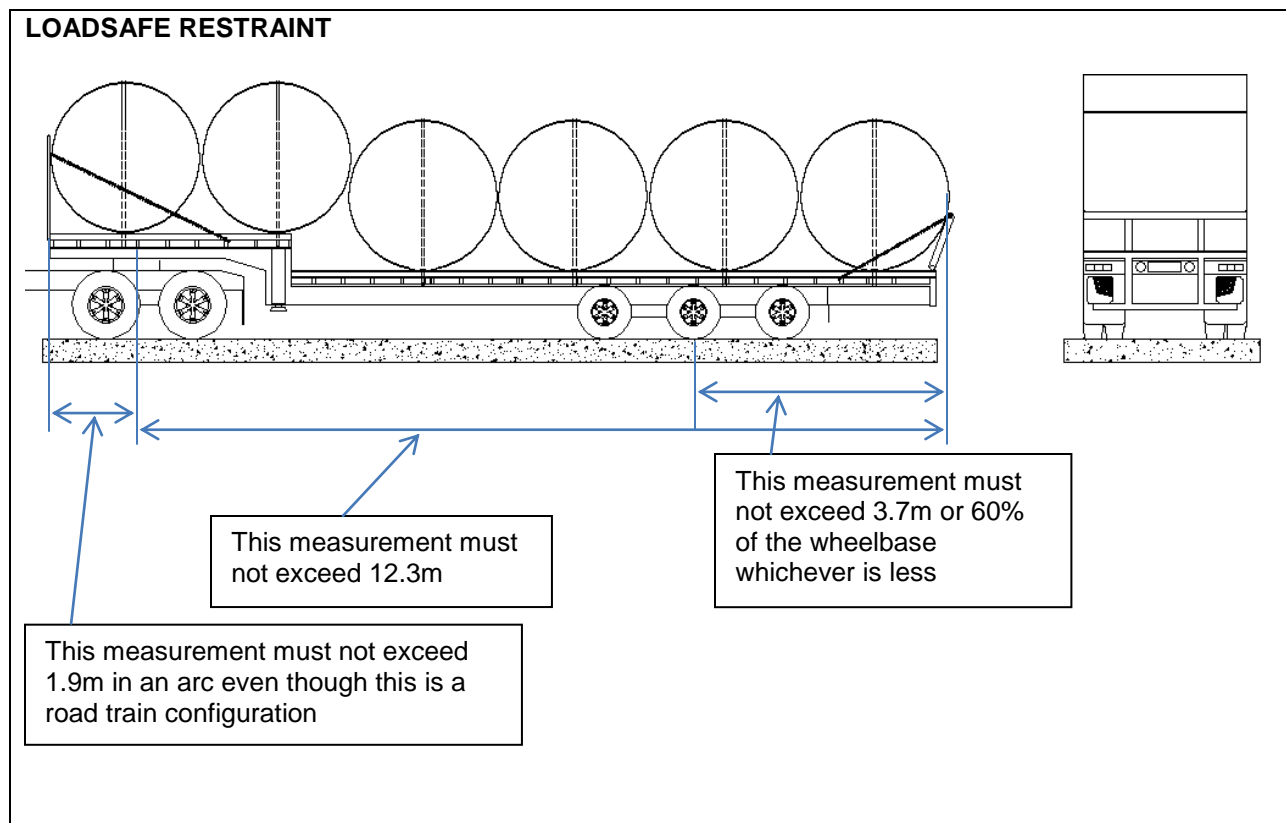
Cotton Australia has funded the testing of three load restraint systems for modules: one for traditional modules and two for round bale modules.

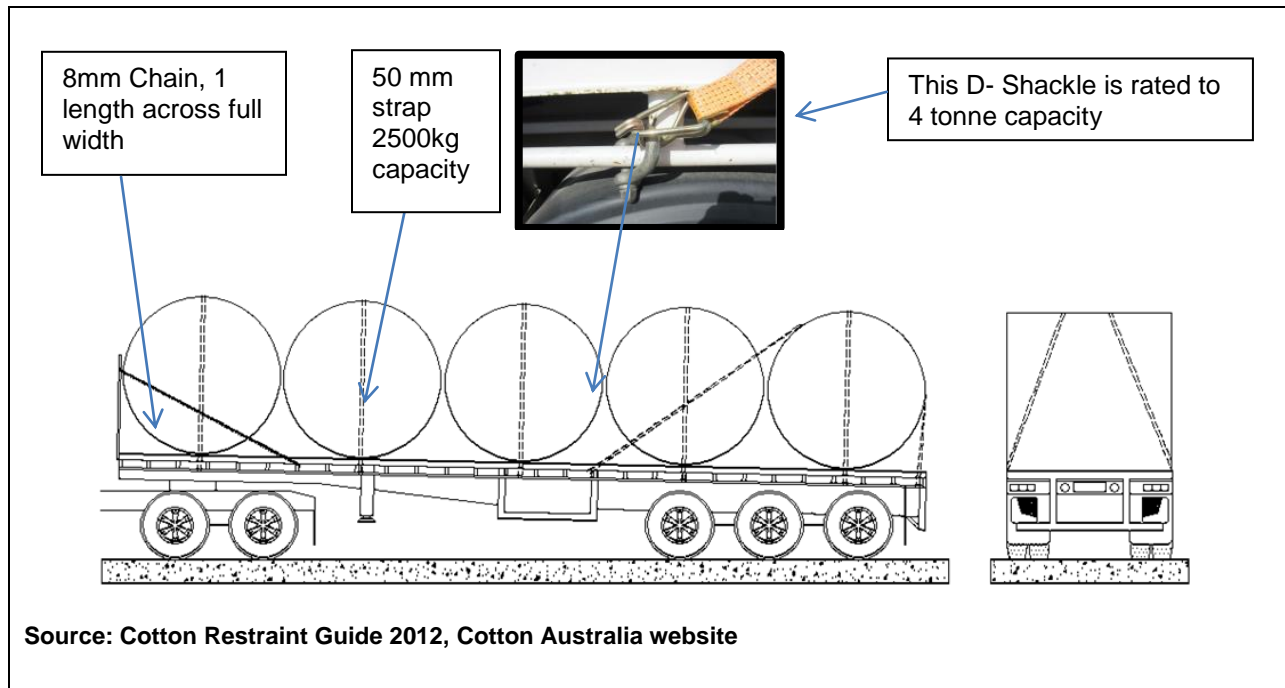
It should be noted that these are not the only possible ways to restrain a cotton load in accordance with the national Load Restraint Guide, but these systems have been certified to comply with the Guide. If relying on these certified systems it is imperative that operators follow exactly the load restraint procedures and specifications as outlined in the certified reports.

The following reports can be found on the Cotton Australia website:

- **Cotton Australia Module Restraint Guide 2012 Edition (Updated Jan 2013)**
http://cottonaustralia.com.au/uploads/resources/CA_Module_Restraint_Guide_2012_Edition.pdf
- **Loadsafe – Load Restraint of Round Cotton Modules 20-2-2012**
http://cottonaustralia.com.au/uploads/resources/Round_Module_Restraint~RL_report.pdf
- **Straker Engineering – Road Module Restraint – NS Report 2-5-2012**
http://cottonaustralia.com.au/uploads/resources/Round_Module_Restraint~NS_report.pdf

Please note that to rely on these certifications, load restraints must be done strictly in accordance with the certification reports, including the use of proprietary products where specified.





The D- shackle is only required for the 2 cross straps on the rear module.

At the present time there is no ability for round modules to breach the 2.5m width limit. An 80mm total width breach is considered a major breach and can command a \$5,500 fine.

It is not allowable to use an oversize sign as the load is divisible and can be loaded within limits.

Single Strap System – Straker Engineering

The other system that has been agreed acceptable is with one single (100mm) strap running the length of the load. This system is only acceptable using the required purpose built winch and suitably strengthened headboard.

