

This declaration must be:

1. completed by the Transport Contractor and is specific to the vehicle listed below, and
2. kept in the vehicle and presented to the Load Manager prior to loading.

Prime Contractor		Vehicle Owner	
Vehicle Type	<input type="checkbox"/> Rigid <input type="checkbox"/> Pig or Dog Trailer <input type="checkbox"/> Semi-Trailer <input type="checkbox"/> B-Double		
Vehicle Registration		Renewal Date	
Trailer Registration		Renewal Date	
General Mass Limits			
GMC Tonnes		Tare Tonnes	
Pay Load Tonnes		On Board Scales	<input type="checkbox"/> Yes or <input type="checkbox"/> No
Vehicle Management <i>Note: sign either A or B below</i>			
A. Prime Contractor has signed CoR Compliance Letter acknowledging the requirements of the HVNL and complies with the vehicle service history as required.			_____ Signature
B. Prime Contractor has not signed CoR Compliance Letter Acknowledging the requirements of the HVNL and agrees to provide vehicle maintenance records when required.			_____ Signature
Note: your load must maintain axle group compliance between multiple pickups			
Load Positioning <i>Note: complete Loading Mass for vehicle type</i>			
Vehicle Type: Rigid Truck	Front Tonnes		Back Tonnes
Vehicle Type: Pig or Dog Trailer	Front Tonnes		Back Tonnes
Vehicle Type: Semi-Trailer	Front Tonnes		Back Tonnes
Vehicle Type: B-Double (A)	Front Tonnes		Back Tonnes
Vehicle Type: B-Double (B)	Front Tonnes		Back Tonnes

Baines Masonry Approval

DO NOT FILL SECTION BELOW (OFFICE US ONLY)

Pay Load		Tare Weight		Gross Combination Mass	
Issued By			Position		
Signature					



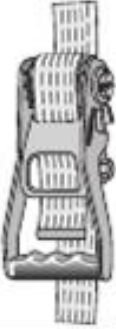

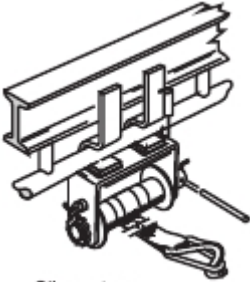
Methods of Containment & Clamping

1. Contain & Block - no tie down, fully blocked, gates (secured) & curtains
2. Contain & Block – gates secured, fully blocked, angles & 1 strap tie down
3. Purpose Built & Certified Load Restraint System
4. As per Baines Masonry Load Restraint Requirements

Load Restraint

Baines Masonry has published a Load Restraint Guide which is compliant to the "Load Restraint Guide second edition 2004". This guide is based on table F.5 of the Load Restraint Guide second edition 2004:

- The use of 50mm webbing straps is the most common restraining method used in the transport industry and has a minimum lashing capacity of 2000kg.
- Hand ratchet (push up) and winch type tensioners have a minimum pre-tension of 300kgs, Hand ratchet (pull down) tensioners have a minimum pre-tension of 600kgs.
- Webbing assemblies that do not comply with the Australian Standard can have a much lower rating, if using these assemblies be sure to know their rating.
- The use of load restraints outside the Baines Load Restraint Guide will be permitted if the operator can provide compliance by a suitably qualified mechanical engineer with full membership of the Institute of Engineers Australia, this person should have an understanding of vehicle design and detailed knowledge of load restraint issues or the operator can provide compliance within the Load Restraint Guide Second Edition 2004.
- Your load must maintain load restraint compliance between multiple pick-ups and drops.

		 <p>Clip-on type</p>
<p>Push up to operate</p>	<p>Pull down to operate</p>	<p>Winch</p>