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სახელმძღვანელო Sürücü kitabı کتابچه راهنمای راننده Priročnik za voz  
Uputstvo za vozača Прирачник за возачот Manuali i drejtuesit Руковод  
шоферулуй Посібник водія Førerhåndbok Վարորդի ձեռնարկ السائق  
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# Driver's manual

## 2023

Aktuelle Version unter [www.condor.co.at/hb](http://www.condor.co.at/hb)

**condor** 

MANAGING COMPLEX TRANSPORT



# Driver's handbook

## G

Actual Version under  
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## Preword

Your company is travelling on behalf of Condor Speditions- Transport GmbH&Co. In order to secure a competent and harmless to the environment transport we issued this driver handbook and it is obligatory valid for all drivers!

Should respective instructions in this driver handbook contradict the legal regulations, so they legal rules should be applicable.

the aim of this driver handbook is to guarantee a uniformly high standard transport of all cargo of our customers. beside that the handbook enable us to implement the valid regulations, laws and rules.

the success of tranport- and logistikprovider is connected with the quality of our subsidiary hauliers and consequently also the quality of our drivers, as only together we can reach the aim to meet the steady increasing safety- and qualitystandards of customers.

Condor expects also from the drivers the same level the implementation of the quality aims and improvements. It must be secured that the driver receives the instructions and in understandable language and they get actualised in a steady way. In case you do not have a corresponding driver handbook, you can download it under [www.condor.co.at/hb](http://www.condor.co.at/hb)

Have a good and a safe journey !

the employees of Condor Transport GmbH&co.

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## 1 BBS-principles ( 9.2.1.4a )

the driver should be entrusted with the BBS ( precaution Security System ) for the driving, loading and offloading ( SQAS TS 2011 4.3.1.1c )

- a. improvement of rational driving style
- b. optimization of use of diesel
- c. guarantee of safety and the comfort of load
- d. work- and social depending regulations
- e. health, traffic- and environment safety, service, logistic
- f. economic environment of traffic market

## 2 Report

following events need to be documented and must lead to a report:

- a. heavy delays
- b. damages
- c. damages to persons or things
- d. accidents
- e. nearly accidents
- f. reports over unsafe companies conditions when loading and offloading (9.2.1.4s)

the report should contain following minimum details ( ecta codes ):

- a. what kind of event was it ( reference to time, medium of transport, cargo, documents, safety and and health )
- b. under whose responsibility is the event ( loader, haulier, consignee, others )
- c. when did the event occur ( time, date and before the loading, during the loading, during the transport, during the offloading, after the offloading )
- d. claim of the principal / consignee ( yes / no )
- e. why did the event occur

### 2.1 report over incidents ( 9.2.1.4.b )

after non scheduled incidents which refer to the quality-, safety-, health- and environment region the principal must receive a detailed report referring to position, time, place and kind of incident.

### 2.2 report over nearly accidents ( 9.2.1.4.c )

after nearly accidents which refer to the quality-, safety-, health- and environment region the principal must receive a detailed report referring to position, time, place and kind of incident.

## 3 Security ( AEO )

our principal expects the highest security standard when carrying out the transports.this means for the transport:

- a. the cargo may only be stored and loaded at safe transshipment places
- b. during the storage, loading and carriage the cargo and unit must be protected from unauthorized access
- c. the documents must be protected from unauthorized access, manipulations and inspection
- d. the used personnel for the carriage and collection of the cargo must be reliable

in case of any doubt of a persistent security of goods, transport medium and documents, immediate information is to be given.

### 3.1 Official rules

all legal and official rules must be kept, also of the transit countries. this is also valid for the possible indicated route of the authorities.

### 3.2 Security en route

- a. do not hide the key for another driver, who shall take over the vehicle
- b. preserve the documents of a load on a secured place. with these ones possession claims on the cargo could be justified.
- c. do not leave any valuable articles visibly in the tractor, no matter, if these are normal equipment or your personal property
- d. examine your vehicle in terms of security deficits like mistaken locks, belt, theft securities etc. at a daily departure control. report mistaken security equipment immediately.
- e. take off the key and close the doors of the tractor and loading room in case the vehicle is unattended – even then, if you pay at a petrol station or you deliver something anywhere
- f. avoid any possible routine stops in order to buy cigarette, newspaper etc. do that before starting the journey
- g. do not leave the windows open, if you leave your vehicle
- h. close all the doors, if you sleep in the tractor. if possible, park the vehicle against a wall or to another safe hinderance, in order to prevent the access to the rear doors. However do not forget that the roof and side of the vehicle present weak points.
- i. if the vehicle is equipped with theft security so pls use it.
- j. do not take anybody with you in your vehicle without any special permission
- k. if cargo with high value is being transported, you should travel in convoy with other drivers who you know and can be trusted. pay attention to wrong officials. demand always a licence.
- l. should you recognise irregularities on the load, lock , seal and on the freight documents you should report this immediately
- m. when finally arrived with consignee, you should not give your lorry in foreign hands or drive to another offloading place, if you are not absolutely sure that you may do so
- n. assure yourself that the person who is taking on the cargo is also entitled to do so
- o. if you drive often the same route you should always adjust the timetable according to the route.
- p. be cautious if unknown persons offer immediate assistance. and be especially cautious if some other driver gives you the understanding that something might be wrong with your lorry.
- q. avoid to speak in the publicity or over radio of your load and your scheduled routing. be cautious if unknown persons ask for directions at parking places
- r. be cautious if you return to an unattended vehicle. in case you realise suspected vehicles or people in the near area notice the look and registration etc.
- s. after a break or a stop where the vehicle was unattended you should check, whether somebody has manipulated the doors, belts and tilt.
- t. when having a puncture consider the possibility of sabotage as well as the possibility that somebody might have manipulated your vehicle.
- u. think constantly of the security of the load if you have to leave your vehicle.

### 3.3 Guarded parking places – stops and parking

for stops – apart from the necessary stops due to fill in diesel, customs formalities, punctures etc. only guarded parking places can be used, as long they are available. a guarded parking place must have an entry – and exit control, 24 hours guidance and a fence surrounding the area. the vehicle must be guarded constantly with onsaddled trailer during the halt or the parking. as guarded is only a vehicle if the driver or the accompanying person is in the tractor himself or the vehicle is parked at a guarded parking place with controlled entry and exit ( with control slip ) and upon leaving of the vehicle the doors and windows are closed, the steering wheel lock is locked as well as theft security is properly set up. it must be secured no manipulations can take place neither on the goods nor on the documents.

Secured parking areas can be found under <https://transpark-app.iru.org/transpark-app>

### 3.4 Customs regulations- and controls

the indicated customs depot of destination, the juristical address of the consignee and the correct delivery address of the consignee must be entered in the cmr-note or when shipping partshipments in the freight- or despatch documents. retrospectively you may not make any changes – especially no address changes – in the freight documents.

in case the authorities make controls en route, the driver must:

- a. stay with the vehicle and cargo during the controls
- b. get certification by the authorities in the protocol, whether and how much cargo (samples) was taken away
- c. take care that the customs authorities make remarks and sign which seal number was opened up by customs and what new seal number was put on
- d. the vehicle must be placed immediately after arrival at destination at the customs terminal of the responsible destination customs for registration

### 3.5 identity of consignee

- a. the ordered forwarder or carrier must ask for the exact delivery address of consignee and instructions for identification of consignee from the principals – for example copy of passport or personal identity card or number of registration of company of consignee.
- b. the correct delivery address must be entered into the cmr-note and on partshipments in the freight- or despatch documents.
- c. the instructions for identification must be given to the driver separately and in written form and receipt is to be confirmed by the driver on a copy.
- d. the driver is to be instructed that these instructions or any possible copies of documents must not be given away to anybody and can only be shown when making a comparison with the shown original when delivering the cargo.
- e. the carried cargo can only be delivered after consignee has been correctly identified according to the indicated instructions.
- f. if the correct consignee can not be recognised in this way or the instructions do not correspond with the given documents for identification – for example passport or copy of identity card the driver must not take any decision himself and instead contact without delay the principal. the driver must spend any waiting time at a guarded parking place in this respect.

#### **4 using of mobile phones (9.2.1.4.e)**

due to safety reason the mobile phone shall not be used during the journey apart of emergencies.

#### **5 consume of alcohol and drugs (9.2.1.4 f)**

it is forbidden to consume drugs or alcohol during the working hours or to be under their influence when working or driving. medicines may only taken during the journey after having had a chat with the doctor ( SQAS TS 2011 4.3.1.1.f)

#### **6 measures to take upon an emergency (9.2.1.4.g)**

##### **6.1 procedure with accidents**

after an accident the accident participants and witnesses must take care of:

- a. stopping immediately
- b. safe parking of the vehicle
- c. using the battery disconnect switch
- d. putting on the warning lights
- e. putting on the warning vest
- f. securing that accident place
- g. secure the traffic – when having only little damage – drive the vehicle aside
- h. otherwise it is valid that accident traces may not disappear before the accident has been notified by authorities
- i. analysing the accident consequences
- j. reporting to the fire department 122, police 110, ambulance 112
- k. helping insured people – giving first aid
- l. trying to stop exit of goods
- m. additional information to company's management and registration owner
- n. reporting to condor's emergency number +43 662 88984-27
- o. taking details of witnesses
- p. securing of proofs
- q. taking photos ( paying attention to explosion danger )
- r. completing the accident report
- s. to give other participants and insured parties name and address, to show papers of vehicle and driver's licence, as well as to give indications over the legal insurance
- t. staying at the accident place until the ascertaining of person, vehicle and participant has been notified or waiting for a certain time, in common 2 hours, and leaving the name and address at the accident place
- u. in case you have left legally or after the period of waiting time the accident place, pls make sure that the ascertaining of your person is possible. for this you must inform somebody who is present or the police office about your participation of the accident and address, stay, location and plate number of vehicle, as well as to keep yourself at disposal for securing of proofs for a decent time

##### **6.2 Accidents with dangerous goods**

dangerous goods and cargo are items which present danger for life, health and environment. danger exists in possible explosion, fire, poison, corrosive and radiation. those dangers threaten the human

beings by incorporation of poisson ( over the lungs, stomach, gut, skin, wounds ), by contamination ( radioactive and chemical stuff ), extreme radiation ( electromagnetic radiation ) or mechanical and thermic influences ( flammes, pressure, splinter, breakdown )

common measures to take

the endangered area may only be entered by the personal of rescue team, if the kind of danger is known and the risk is calculable. this necessary information must be demanded from the rescue control point.

generally the police and fire department needs to be alerted when an accident happens with dangerous goods. the information over the hazardous cargo becomes a very high meaning: gaining of information for the performance of self protection and of rescue measures there are precise knowledghes necessary over the kind of goods and of the endangering possibilities. the concerned area can only be entered after having receiced information. information can be obtained over the danger goods note, warning plates, transport emergency cards.the personnel of the rescue team who risks such mission without this information may be in life danger

- a. ring the task forces euroemergency call 112/ condor emergency call +43 662 88984 27
- b. dangers goods note  
this note has the form of a square. they must be put on according to the regulation and they advise you of the main danger of the carrying cargo
- c. warning plates  
on the truck you find at the front and at the back a rectangular backlighting plate in colour orange with black edge
- d. safety data sheets  
safety data sheets are normally in the tractor. they should be taken in order to arrange measures at place when transporting many divers danger goods safety data sheets for each cargo must be carried. additionally the location of the stuff in the vehicle must be recognisable

immediate measures

- a. if possible stop further product exit ( f. e. emergency stop of motor, pump ) putting on of closing caps, using of collection containers
- b. secure outflow and channels, erect oil locks with binding material
- c. pls ring the fire department in any case when endangering the ground water
- d. inform any possible endangered people ( no handling with open fire or light )
- e. put on the accident triangle
- f. prepare the fire extinguisher
- g. inform the responsible superior
- h. pay attention to further measures and any possible necessary first aid according
- i. to the safety data sheet of product
- j. securing of proofs
- k. taking of sufficient pictures ( take care of explosion if applicable )
- l. issue damage report

measures after the accident

- a. notice the name of the concerning dangerous goods and report it immediately to the doctor in charge ( leaflet to be handed over )
- b. save contaminated clothes and items in a plastic bag and sign it duly
- c. the aim of transport for the insured ones is to be considered by the rescue control point as not each hospital is equipped with this kind of cases and possibly a transfer to a regional detoxification center might be necessary.
- d. contaminated items can not be thrown away without safety measures.

Accident with dangerous goods – Report

when experiencing a severe accident or incident with the transportation of dangerous goods the carrier, loader, shipper or consignee must secure that the responsible authorities of the state in which the incident took place issue a report according to the chapter 1.8.5.1.adr

A reportable incident in this context is, if

- a. dangerous goods run out or the immediate danger of the run out exists
- b. people are harmed, damage to property and environment has occurred
- c. authorities participate

## 6.3 Common protect measures

### 6.3.1 Selfprotection

- a. avoid skin contact with chemical items and its breathing
- b. for transports depending on permit ( called list goods – these are extreme dangerous goods ) the driver of the tractor must carry a suitable protection equipment with him
- c. the ascertaining of concentrations of poison, danger of explosion and further danger is up to the fire department
- d. additional protection ( f. e. for mouth and nose using handkerchief ) does not help in most of the cases, in case of doubt severe respiratory protection must be put on
- e. forces with open wounds can not be used
- f. when driving to the emergency place the spreading of the dangerous goods must be taken care. The emergency vehicle must be parked in sufficient distance of danger zone in wind directed site
- g. all light sources, open fire, heating, electrical gadgets must be turned off and kept in distance
- h. smoking is to be stopped in any case

### 6.3.2 Protection of environment

- a. local people and passers by must be warned
- b. securing and evacuation of the region is the task of the police
- c. the fire departments are responsible for the rescue, salvage and sorting out of dangerous goods

### 6.3.3 Safe out of dangerous goods zone

- a. the stay in dangerous region must be kept very short
- b. insured ones must be saved from dangerous goods zone and must be taken care

### 6.3.4 First aid and rescuing measures

everyone is legally obliged to give first aid when an accident occurs. therefore following is absolutely necessary:

- a. the call of rescue forces
- b. the securing of the accident place
- c. to bring the insured one in a “stable side position”
- d. the waiting until rescue forces arrive

you must reckon with following injuries when accidents with dangerous goods occur:

- a. deep wounds ( explosions )
- b. eye injuries ( explosions, corrosion )
- c. each kind of corrosion
- d. thermal insuries ( burnings, scalding, completely frozen )
- e. toxic impact ( swallowing, breathing, intake over the skin )

after the saving of the insured the first aid material must be changed, as it can poisoned with items. you can reckon that the insured ones are also contaminated. in order to avoid any danger for the rescuer any respiration shall be performed with a filter ( respiration bag ). first there are life-saving emergency measures then a thorough cleaning of the contaminated clothes. the using of wrong cleaning material causes more pain than benefit and therefore only special items can be used by instruction of a doctor or of poisson information center. is there no success recognisable when effecting the decontamination the transport to a corresponding equipped hospital must follow immediately. when contamination has been effected you must try to avoid further intake of poisson into the body. also small polluted wounds must be cleaned with a lot of water and closed sterile, openings on the body and the next lying skin parts must be cleaned with greatest care.

## 6.4 Procedure for special incidents

### 6.4.1 emergency case plan for exit of diesel or mineral oil upon transport

in order to avoid environment damaged accident with the exit of diesel and mineral oil the best precaution is the attention of the truck driver. by a tour of inspection around the vehicle the driver can already sort out some possible damages in advance when realising unusual noise. however if there is still a disruption case or an exit of mineral oil depending on an exit the following steps needs to be observed:

- a. immediate absorbing of the running out mineral oil in a absorption container
- b. bind the running out mineral oil with oilbinding material
- c. securing of neighbouring earth or entering shaft with quick available blocks f.e. wooden slats, hoses and binding material
- d. calling of fire department and due to legal reasons always the police or district administration ( the danger of a trial in front of the environment court is big )
- e. informing of companies management

#### 6.4.2 Accident

- a. do not take own initiatives during the attack
- b. submit the claimed items ( cash, valuable items )
- c. quieten down other people ( do not act as hero )
- d. pay attention to the features of culprit f.e. clothes, size, body build
- e. report to the police after the culprit is not in visibility anymore
- f. report to the superior in charge
- g. taking details of any possible witnesses

#### 6.4.3 Fire

Order of measures

- a. alarming of fire department
- b. saving of persons
- c. taking of measures in order to reduce fire ( f.e. using of fire extinguisher )
- d. if possible and necessary, remove of inflammable items
- e. report to the superior in charge

Firefighting

beside the basic advices for the firefighting and the use of the fire extinguisher further information are obtainable in the written instructions of the respective product.

#### 6.5 Accidents in the tunnel

the special conduct rules from section 12.1.7 ( page ) are valid

#### 6.6 Behaviour against the press ( press, tv, radio )

after an accident, exit of product or similar it can happen that the reporter of newspapers or television can appear at site and ask for interviews.

following you receive a few advices how you can manage such situations:

the principle is: do not give interviews or declarations. avoid personal statements, any speaking or yes / no answers when receiving further questions. you would risk misinterpretation. still you should be polite and not try to push the representatives of the press away. think about it that an exited calling man "camera away" is a much better and interesting scene than a determined calm speaking one.

React therefore in front of pushing representatives as follows:

- a. stay calm
- b. use sentences as:
- c. " I do not want to make a statement "
- d. " pls understand that I must take care now about other things "
- e. act possibly or look for the talk with the task forces
- f. inform authorities or representatives of the press that they shall speak to the company (leading departments, management etc )

#### 6.7 Events which might endanger the safety of the transports ( 9.2.1.4q )

in case events happen during the transport which may endanger the safety you must try to restore safety immediately. if this is not possible and uncertain pls get some instructions.

## 7 Precaution security measures ( security – 9.2.1.4.h )

if defects on the vehicle are recognised by the driver during or after the drive, the driver must inform the management who must take care that the correct condition of the vehicle must be restored.

### 7.1 PSA

the driver must wear the personal protection equipment during the loading process

### 7.2 Examination before start of journey ( 9.2.1.4.u )

before the start of journey the driver must check following points in terms of operational and traffic safety:

<b>lighting</b>	<b>lighting at rear and side</b>	<b>pendant operation</b>
beam left / right normal light left right parking light left / right fog lamp left / right direction indicator lamps	rear light left / right breaking light left / right direction indicator lamps le/ri fog lamp circuit rear lamp plate lamp lamps aside le/ri side rear lamps le/ri reflector left / right	connection truck and trailer electronical connection truck and trailer airpression connection truck and trailer head of clutches brake power regulator height regulator abv/abs-connection
<b>winter operation</b>	<b>tractor</b>	<b>ancillary</b>
Tyres snow chaines / assistance frost protection pump, air pression plant frost protection, cooling fluid frost protection, washer frost protection, spotlight washer aid for de-icing ( de-icing spray ) aid for icing on road ( shovel )	rear mirror outside mirror inner mirror washer tachograph hazard warning direction indicator control of beam control of load control of oil pressure warning pressure advisor	dunnage lashing material fire extinguisher firstaid kit warning plates warning plates dangerous cargo warning clothes personal protection equipment documents for vehicle dangerous goods doc/term card manual advice
<b>conducting appliance</b>	<b>construction (of trailer)</b>	<b>motor and drive</b>
steering wheel to be checked easiness of steering wheel oil level hydrosteering	door looks offloading facility securing of load fixing of chassis	fuel stock oil level engine obvious loss of oil obvious loss of fuel
<b>wheels</b>	<b>brakes</b>	<b>lighting of trailer</b>
wheels / wheel bowls wheel nuts condition of tyres (damages) profile air pressure valves caps	pedalway / tightness / loss of pressure air container / drainage duration of air filling level of braking fluid	rear lights left / right braking light left / right direction indicator left / right rear lights left / right fog lamp circuit reversing lights lighting of plate number reversing side lights

## 7.3 Documents for the vehicle and equipment which needs to be with the driver

### 7.3.1 Common documents

generally following docs are necessary

- a. drivers license
- b. identity card or passport
- c. carrying of the green insurance card
- d. eu-licence
- e. eu-certificate when you are not eu-citizen
- f. certified copy of the concession decree / draft of trade register
- g. cmr-note and supporting documentation
- h. plating certificate ( if applicable )
- i. carnet-tir with sufficient sheets ( if applicable )
- j. registration document ( tractor, trailer )
- k. speedometer sheets or driver cards according to the legal rules
- l. service book, operating book
- m. european accident report
- n. telephone directory for emergencies
- o. that driver's handbook or a similar handbook with the same content

when driving a vehicle with analog control device the driver must carry with him following documents which need to be shown when having a control:

- a. all sheets
- b. all handwritten recordings ( f.e. when device has disturbances, driver is not in the tractor, looking for a parking place )
- c. when using an analog as well as a digital control device: all outprints of the digital control device for the time of the current week and of past 28 calendar days
- d. the drivers card ( if available )

when driving a vehicle with digital control device the driver must carry with him following documents which need to be shown when having a control:

- a. all outprints of the control device and handwritten recordings ( f.e. when device has disturbances, driver is not in the tractor, looking for a parking place )
- b. all sheets of the analog control device for the time of the current week and of the past 28 calendar days
- c. the drivers card

the applicable national and international driving- and resting times must be observed and documented

### 7.3.2 ADR-documents

the following documents must be always carried when transporting dangerous goods:

- a. adr-drivers license
- b. written instruction
- c. carriage paper with following minimum registration:
  - a) un-number
  - b) official description
  - c) class

- d) packing group
- e) number and description of despatching pieces
- f) complete quantity of respective un-number
- g) shipper
- h) consignee

### **7.3.3 Protection equipment / aid / equipment**

the following equipment you must carry with you according to the legal indications:

- a. safety helmet
- b. safety boots
- c. gloves
- d. safety glasses
- e. bodycovering clothes
- f. protection equipment according to adr dangerous classes ( according to protection level I,II,III,V )
- g. 2 suitable, examined ( all 2 years ) and sealed fire extinguisher with at least 6 kg content
- h. 1 dunnage per vehicle
- i. suitable handlamp per member of vehicle staff with no metallic parts at the external side
- j. warnvest for each member of vehicle staff
- k. 2 selfstanding and from vehicle independent warning equipment ( cone, flashing beacons puncture triangle or similar )
- l. equipment as per written instruction
- m. in winter ( at least vom 1.11. till 15.4. ) snowchains and wintertyres
- n. additionally following service parts shall be carried:
  - a) sparelamps
  - b) divers opening aid
  - c) camera for documentation ( spare batteries )
  - d) cleaning towels

### **7.3.4 Height securing device ( if applicable / tankvehicles )**

use always proper fall protections when carrying out work in big height

## 7.4 Seven Point Inspection

before starting the journey, but also when performing transshipment, making a break or before delivery a seven point inspection shall be carried out ( which includes also the tractor ):

- a. front wall
- b. left side
- c. right side
- d. floor
- e. roof
- f. inner side / outer side of doors
- g. outside / landing gear

## 7.5 after the journey

offloading

the driver must carry the personal protection equipment during the offloading process.

the offloading must be undertaken in the intended range.

you must take care that the respective regulations of the plant at offloading place or special instructions must be observed ( f.e. smoking ban, ban of cameras and mobiles )

defects recognised by the driver before, during and after the journey must be reported to the management who must take care and the correct condition of the vehicles is restored.

## 8 Cargo traffic law

### 8.1 common

the respective applicable national and international rules of cargo traffic law, as well as the bilateral and multinational interstate treaties ( f. e. cemt ) must be observed

### 8.2 Permits

all necessary international transport permits must be carried and if applicable completed

### 8.3 Toll

the national regulations for street tolls must be observed.

## 9 Dangerous goods

### 9.1 Common ( 9.2.1.4.k)

when transporting dangerous goods in the sense of the dangerous goods regulation street and railway ( GGVSE ) and according to the european treaty of the international carriage of dangerous goods on the road ( adr ) following rules are to be observed, that means especially

- a. classification of the dangerous goods ( un-nr. description, class, figure, letter, adr)
- b. carrying of the safety data sheet and written instructions
- c. identification of despatch pieces
- d. identification of carrying unit
- e. equipment of the carrying unit/protection unit
- f. license of the driver ( ADR-license )

- g. notice and observation of all duties by the participants and their responsibility ( according § 9 GGVSE )
- h. the rules for ordering, training and examination according to the dangers goods officer regulation ( GBV).

attention: carriage of people: apart of the carriage crew ( driver and co-driver with adr licence ) people may not traveling in such carriage units when dangerous goods are carried ( due to adr 8.3.1)

exemption: in vehicles following persons can be accepted:

- a. co-driver with adr-license
- b. people ( without drivers and adr license ) who demonstrably support the driver at this carriage. this must proved with supporting letter of the fleet management. further the people must carry an official identity card with photograph according to adr 1.10

## 9.2 ban of co-loading (9.2.1.7.c)

the co-loading bans must be observed according to the ADR. the driver can ask in case of discrepancies the adr- officier in charge.

## 9.3 identification on vehicle

carriage units loaded with dangerous goods must be marked with 2 triangle rear lighting orange coloured plates according to article 5.3.2.2.1 of ADR. They are put at the front and at the back of the carriage unit vertical to the longitudinal axis. they must be clearly visible. this warning plate shows that a vehicle is transporting dangers goods at all. it can be divers items and adr-classes, packed in drivers packings like drums, canister, cartons, cases and so on. in any case the co-loading bans are to be observed. the upper part is the number of the identifying dangerous goods. The lower part is the un-number which presents the despatch designation of the dangerous item.

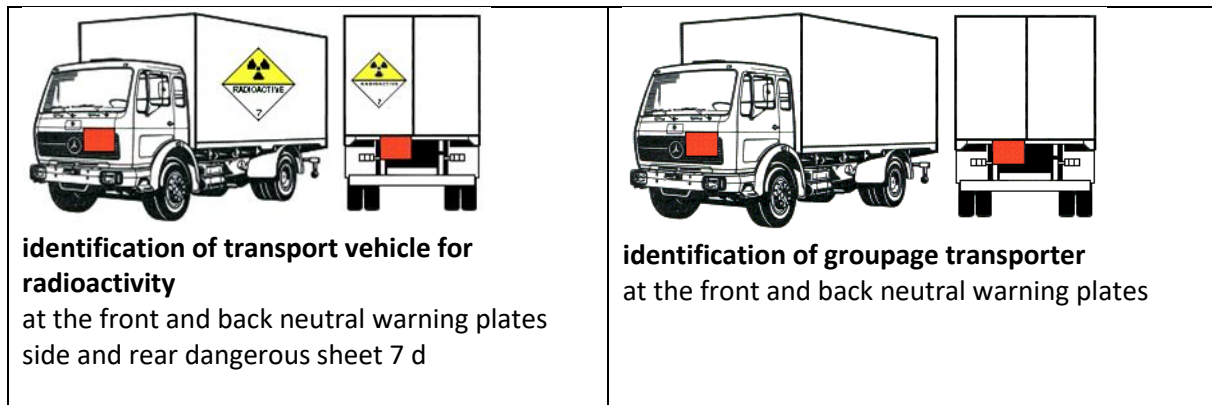
the meaning of the number for identification of danger ( kemler – number ) you can see on the following table:

1. number (main danger)	2. and. 3 number (additional danger)
2 escaping of gas by pressure or by chemical reaction	0 without meaning
3 flammable of fluid (steam) and gas	1 danger of explosion
4 flammable of solids	2 escaping of gas
5 oxidizing impact	3 inflammation
6 toxicity	5 flammable impact
7 radioactivity	6 toxicity
8 corrosion	7 radioactivity
9 danger with an immediate hevty reaction	8 corrosion
	9 danger with an immediate hefty react)

is there an X in front of the dangerous number, the item must not get in touch with water ( fog, snow, rain ) as dangerous reaction arise. are 2 figures similar this means a increase ( doubler ) of the danger ( f.e. 30 = flammable, 33 = easily flammable ) example of identification number main danger: flammable liquid item, increas of main danger: easily flammable item: here 1203 hydrocarbon with flashpoint under 21 degreese c ( f. g. petrol )

## 9.4 Dangerous number and its meaning – see attachment a

## 9.5 Examples for GGSV – Identification Truck



## 9.6 Dangerous goods transports in tunnels

through the ADR 2007 there are common rules have been imposed for the restriction of using tunnels by carriage units loaded with hazardous. the identification of the tunnel was completed with the letter B – E on additional plates to the traffic sign 261.

## 9.7 Avoiding of explosions and fire

in order to avoid explosions and also fire one of the 3 factors must be turned off according to the explosion triangle ( see beneath ). that means are there no flammable items so no explosion / fire can take place. is there no exit of oxygen no explosion / fire can take place and if no sparkbuilding or hot work are carried out no explosion / fire can take place either. attention: sparks can also arise through static charging of working clothes or human body. important is for the avoiding of explosions the knowledge how steam of flammable fluid ( f.e.petrol, solvent ) can react. steam of mineral oil / solvent are heavier than air due to their specific weight and fall fast after the exit to the floor and gets distributed. unfortunately you can not see them, but for the better understanding you can imagine the behaviour of such fumes similar to a fluid. before the exit the gas falls on the floor and distribute itself as pool. due to the fall or to the wind direction the gas widens or drains. is it falling in a “bag” that could be a well or a hole, an entrance of channel so the gas would be “caught” and will there gather. therefore greatest attention must be paid to each kind of well in order avoid explosions.

Generally following basic behaviour rules are valid:

- avoiding of explosive gasmixture through clean work
- avoiding of entering into wells ( otherwise “measure them before” )
- ban of smoking and using of open fire
- using of tools which are not generating sparks and using of flashlight with atex-permission ex certification )
- gas tight closing of the peil cable glands
- fuel soaked textiles are to be kept in suitable ADR-container ( labeled un 3175 ) or to be disposed after the use in the provided hazardous waste container
- avoiding of electrostatic charging through “person grounding” – touching of a grounded metal piece beyond the ex-zone
- antistatic clothing / shoes
- grounding

explosion triangle: for an explosion, deflagration or combustion 3 components are necessary:

- a. oxygen: most in form of the air around
- b. fuel: most in form of mineral oil products, f.e. petrol, diesel etc.
- c. source of ignition

these 3 components must be in the correct ratio or in the necessary concentration so an explosion can take place.

explosion protection zones

depending in which dangerous region you are one differs various zones, in which zone 0 presents the highest degree of danger: the zones are to be secured through traffic hats or other security installations. when facing problems in securing the explosion protection by customers or passers-by pls interrupt your activity and after restoration of the necessary explosion protection you can then start again with your activity.

zone 0

zone 0 are all these areas, in which you can find explosive atmospheres as mixture out of air and flammable gas, frequently and over long time or often. this is more or less in the inner part of container and pipeline etc. for activities or stay in zone 0 following requirements for the clothes must be fulfilled:

in terms of the fire protection the clothes must correspond with the demand of EN 531 in all classes and in terms of the antistatic characteristic they must correspond with the EN 1149-1. the taking of spark producing products such f.e. lighter, handy of non-precious metal tools (f. e. iron or aluminium) is forbidden, as far as there is no permission for the using in the zone 0.

zone 1

zone 1 are all these areas, in which occasionally explosive atmospheres can be built as mixture out of air and flammable gas under normal operation.

these areas are f.e.:

- a. the near area of openings
- b. the near area of filling- and discharging openings
- c. the near area of connections which can be separated from the site
- d. the near area of pumps
- e. the near area of vent pipelines
- f. the tub and wells of tanks

the taking of spark producing products such f.e. lighter, handy or non-precious metal tools (f.e. iron or aluminium ) is forbidden, as far as there is no permission for the using in the zone 1. attention: in zone 1 and 0 the exchange, taking off and taking on of clothes is forbidden as it can come to electrostatic discharge.

zone 2

zone 2 are all these areas, in which explosive atmospheres normally do not occur or only for a short time as mixture out of air and flammable gas under normal operation.

these areas are f.e.

- a. the zone 1 surrounding
- b. areas of pipelines

the taking of spark producing products such f.e. lighter, handy or non-precious metal tools (f.e. iron or aluminium) is forbidden, as far as there is no permission for the using in the zone 2 !

## 9.8 Parking

you have to pay attention that the vehicle is parked according to ADR chapter 8.4. valid edition

## 10 Vehicles, container and additional facilities

you have to take care that the lorries, containers and additional facilities prepared for loading and offloading are in technical goods condition and in optical good appearance and they correspond with the legal and official rules for the cargo to be loaded.

in case ADR is to be loaded we draw your attention that the vehicle which do not correspond with the legal rules will be refused. should there be a co-driver present the demanded items for the personal protection equipment must be carried for the co-driver as well.

## 11 Loading procedure (9.2.1.4.j )

the driver must carry the personal protection equipment upon loading and offloading. Following items of the personal protection equipment are necessary:

- a. security helmet
- b. security boots
- c. gloves
- d. warning vest
- e. security glasses
- f. bodycovering clothes

the personal protection equipment must be checked by the driver in terms of damages and completeness before starting each journey.

### 11.1 PSA ( personal protection equipment ) ADR-transport ( 9.2.1.4.x )

when moving cargo with ADR the driver must carry with him following personal protection equipment upon loading and offloading:

- a. security helmet
- b. security boots
- c. gloves
- d. warning vest
- e. security glasses
- f. bodycovering clothes
- g. protection equipment – according to ADR dangerous class ( according to protection level I,ii,iii,iv )

## 11.2 Loading

you have to take care that the lorry is safely parked against any rolling off during the loading process ( parking brake und dunnage 9.2.1.4t ). the driver must be in the tractor or on the vehicle during the loading process in order to observe the loading.

you have to pay attention that the respective plant regulations at the loading place and other specific instructions must be observed ( f.e. ban of smoking, ban of camera and mobile phones ) the driver has to take care that the packed pieces are examined in terms of extern damage and completeness.

## 11.3 Examination of truck

loading can only be effected if there is no damage on vehicle which impairs the integrity of vehicle or of the loading pieces (f.e. standing out nail can tear bags)

### 11.3.1 Outside of vehicle

- a. main examination ( badge is valid / written confirmation of date for main examination if applicable )
- b. tyres ( in obvious order, common condition: f.e. depth of proile, steel- / textileparts not clearly visible )
- c. lighting equipment ( fully functioning )
- d. no leakage ( tanks, cover, exits or operation fittings close )
- e. frame ( f.e. no deep cracks or deformations, no strong corrosion )
- f. no dangerous products on cover ( on tanks and chassis, before and after the loading and offloading )

### 11.3.2 Loading equipment

- a. tilt ( in order, no cracks etc., if tilt is demanded by regulation )
- b. loading floor and side boards or chassis is obviously in order – load securing possible
- c. cleanliness and undamaged condition ( f.e. no nails standing out )

### 11.3.3 Equipment and identification of carriage unit

- a. protection equipment of the driver of vehicle ( respiratory protection if necessary, warning vest or warning clothes, other equipment according to written instruction )
- b. equipment referring to the vehicle ( dunnage, two selfstanding warning plates, as well as further equipment according to written instructions )
- c. fire extinguisher ( number, size, checkdate, obviously in order )
- d. orange coloured identification ( warning plates set and if applicable danger- and un number indicated )
- e. placard / plate for environmentally hazardous substances (“fish and tree”) fixed ( on tanks, containers and chassis )

### 11.3.4 Documents and accompanying paperwork

- a. transport document ( indicating all necessary details )
- b. written instructions available
- c. registration certificate of vehicle according to ADR 9.1.3. subchapter ( available and valid )
- d. ADR-training certificate of driver according to chapter 8.2. ADR ( available and valid )
- e. if applicable nominated route / railway and national ship for movements according § 35 GGVSEB in connection with attachment 1 to GGVSEB available and valid )
- f. if applicable bilateral treaty / multilater treaty / single state permit ( available and valid )
- g. identification card according 1.10.14 ADR / 8.1.2.1 ADR for each member of the crew

### 11.3.5 Driver and co-driver

- a. capability of driver ( no obvious tiredness, no alcoholization, no drug use )
- b. ban for transports of people
- c. smoking ban upon loading works
- d. ban of fire or open light

### 11.3.6 Load

- a. despatch pieces are sufficiently identified ( dangerous sheet / identification for environmentally hazardous substances (“fish and tree”) Un –Nr.)
- b. despatch pieces are not damaged
- c. if orientation arrows are indicated: orientation of the package in accordance with this identification
- d. take care of co-loading ban
- e. separation of food, fine food and feed
- f. load properly stowed and secured

### 11.3.7 Maximum payloads

the max payloads and axle load must be observed. pls take care that there are divers restrictions from state to state. further you have to take care of individual restrictions of the vehicle. a table over the allowed weights and axle loads you find in the attachment (source: iru)

## 12 Safety regulations

### 12.1 common regulations

#### 12.1.1 Principles

you as a professional driver drive many kilometers. therefore you are especially requested to reach the following aims

- a. no accidents
- b. no endangering of health
- c. no endangering of environment

in your behaviour to customer and to other participants of traffic. especially in road-traffic you can contribute a lot to defuse dangerous roads by a defensive, looking ahead driving style. you actively help to reduce the number of traffic accidents.

#### 12.1.2 Behaviour in road traffic

- a. all requirements of STVO must be observed
- b. pls pay attention to frequent maintained appearance of the vehicles, behave especially considerate and drive looking ahead
- c. speed limits and driving bans are to be kept
- d. take care of height- and weight restrictions.
- e. adapt your driving style on time to the weather and use the suitable equipment ( f. e. snowchains )
- f. adapt the distance to the font man according to the speed and road conditions
- g. consider the extension of the braking distance through the impact of fluids
- h. pay attention if applicable to a higher center of gravity of vehicle in curves
- i. drive tyre gentle in curves

- j. special care is to be taken when driving on unpaved roads especially on unpaved side of roads.
- k. special care in tunnels and on mountain roads. the minimum distance to vehicles ahead needs to be 100 metres.
- l. special care when driving backwards. if necessary use an adviser who however does not indemnify you from any liability.
- m. special care in water protection area
- n. special care in roundabouts, max. speed 10 km / h.
- o. pay attention to the legal breaks and driving times.
- p. pay attention to the layer service so that you have sufficient rest and sleeping time at your disposal.

### **12.1.3 Belt duty ( 9.2.1.4.d )**

basically the seatbelt must be fastened before and during each journey !

### **12.1.4 Operation- / driving restrictions upon bad weather ( 9.2.1.4 q )**

when having bad road- and visibility conditions the speed must be adjusted to the conditions. beside you have to take care of winter tyres- and snow chain duty.

### **12.1.5 Danger through ice and snow**

unnoticed ice- and snow collections on the roof of vehicles can arise easier in winter than you think and the danger of accident might increase in a multiple way. if the driver does not remove snow, iceparts or other foreign objects in that case he will liable for any caused accident. the knowledge of snow- and ice parts, especially if they are rather thin, the driving staff must convince themselves before the start of a journey that

there are foreign objects on the chassis and roof .

- a. do not start journey before having made a control
- b. dangerous "roofweight" such as ice and snow must be removed, if this can be done without danger
- c. if you use a ladder for climbing on top of the vehicle certain caution measure are necessary so no accident can happen. one of the main cause of accident is the slipping away of the ladder, especially then, when the ladder is too short and the floor is slippery. A-ladders are naturally sufficiently long, if you do not need to use the top 4 rungs for reaching the highest working position. they must be placed in the correct position angle ( ca 65 – 75 degrees ) and further must be secured against falling over or slipping away ( f. e. by a belt )
- d. for tilt-chassis a further method can be used: if possible step onto the floor of the vehicle and press from the inner side with slats or other items against the tilt of chassis. you have to take care that no one is in danger through falling parts. through a following sight check pls secure that the roof is free of dangerous roof items.

### **12.1.6 Driving into restricted area**

if you drive in a narrow room and you work there eventually first of all an endangering judgement must be carried out. you can drive in if the endangering judgement says that in the environmental atmosphere are no unhealthy materials and no lack of oxygen. if there are some doubts you then must measure.

### 12.1.7 Driving bans

driving bans will be handled mostly nationally. inquire about the regulations before starting the journey. a table over all holidays offers the IRU ( [www.iru.org](http://www.iru.org) )

### 12.1.8 Common behaviour rules in tunnels

following advices shall prevent accidents in the tunnel and shall help to avoid further damages when an event has happened.

common safety advices:

- a. turn on the light before entering into the tunnel !
- b. take away any possible put on sunglasses !
- c. do not exceed an speed limit in each respective tunnel and only overtake if it is allowed and if it is safely possible.
- d. no overtaking in tunnels with oncoming traffic !
- e. the permissible maximum weight can be changed short time in some of the tunnels by changing traffic sign ( f. e. danger of congestion, accident, upon road works in the tunnel )
- f. keep the necessary minimum distance to your front driving vehicle
- g. if you drive a truck pls pay attention to the height of the loaded goods before entering into a tunnel.
- h. turn on the radio before entering into a tunnel and set up the respective indicated sender with traffic radio ( see frequency indication at the tunnel porch ).
- i. if lane signals are implented pls follow these signals irrevocably
- j. at no case you should turn and drive back with vehicle congestion in the tunnel

traffic jam in tunnel:

- a. turn on the warning light already when congestion is arising.
- b. do not leave the vehiclde.
- c. turn off the engine
- d. in case of bad air turn off the fresh air feed of vehicle ventilation and close all windows
- e. over your radio device ( sender with traffic radio ) or over the tunnel-loudspeaker you receive further notice from the tunnel supervision or police.
- f. follow the instructions of rescue forces !

accident or puncture in the tunnel

- a. try to park the accident vehicle on the roadside strip, in a puncture bay or on the far right lane, however not on the pavement.
- b. unlatch the hood as fire might arises later
- c. secure the vehicle ( turn on warning light and put on the puncture triangle ) and report over the next emergency facility ( note advice signs ) to the tunnel head quarter.

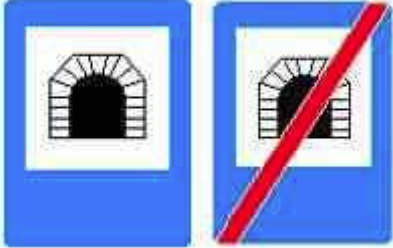


give exact indications to the police:




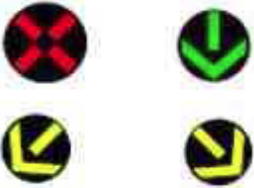
- a. where you are ( important: road or punture bay ) and what has happened.
- b. in what direction has the incident taken place.
- c. if and how many people are insured. the tunnel supervision will call the rescue team or the emergency doctor

fire in the tunnel

- a. alarming: contact ( or an assistant ) the tunnel supervision over the emergency facility ( emergency places ) or trigger the fire alarm over the fire dedectors. the taking of a fire extinguisher causes automatically an alarm in the tunnel head quarter. the tunnel supervision will try to explain the event over the television picture and if necessary undertake further aid measures.
- b. extinguish attempt: try to extinguish the fire with a hand fire extinguisher or fire extinguisher from the emergency bay
- c. when having succeeded with the extinguish attempt leave the dangerous area immediately
- d. also for all indirect involved traffic participants who are not fully engaged in the accident or fire the following is valid: turn on the warning light, turn off the engine, close the windows, turn off the ventilation, do not smoke !
- e. do not turn the vehicle in a tunnel ( exemption: if the rescue team given expressly the instruction to do so )
- f. turn off the engine if smoke is strong, unlatch the hood, leave the vehicle straight away, however leave the key inserted, do not lock the vehicle, the rescue organisations must possibly remove your vehicle or bring it out of the dangerous zone when performing their task !
- g. leave the dangerous zone as fast as possible !
- h. follow the instructions of the rescue forces and of the police !
- i. the installed safety tunnel equipment will ( according to the equipment of the tunnel ) start automatic running programmes in emergency case f.e. upon a fire.

**Signs of the tunnel**

 <p style="text-align: center;">E11 a+</p>	<p><b>"streettunnell"</b>  <b>Sign E, 11a and E, 11b</b>                  The length of the tunnel is either at the lower part of the sign or on an additional sign H2 indicated.                  Tunnels with more than 3.000m in length have every 1.000 m an indication showing the route still to be covered.                  The name of the tunnel can also be indicated.</p>
 <p style="text-align: center;">E 17 a+ xb</p>	<p><b>"Puncturebay"</b>  <b>Sign 328 StVO and. E, 17a and E, 17b</b>                  Advices of Emergency telephones and fire extinguisher are indicated on an additional sign.</p>
 <p style="text-align: center;">F 14</p>	<p><b>"Emergency telephone"</b>  <b>Sign F 14</b>                  In Emergency stations which are parted from the tunnel by a door, there must be a clearly visible and in suitable languages issued text according to the following example</p>

	<p>which advises that the emergency station offers no protection against fire..</p> <p><b>"NO PROTECTION OF FIRE IN THIS ROOM Follow the signs to the emergency exits"</b></p>
 <p>F15</p>	<p><b>"Fire extinguisher"</b></p> <p><b>Sign F 15</b></p> <p>The equipment which is provided for the user of the tunnel at emergency stations are to be marked with „F2“ advice sign according to the “Wiener Treaty”, like f.e. right</p>
 <p>G23 a+b</p>	<p>Emergency Exits</p> <p>Sign G, 23 and G, 23 of "Convention on Road Signs and Signals"</p> <p>for identification of emergency exits „G“ sign should be used</p>
 <p>G24 a b c</p>	<p>Sign G, 24a, G, 24b and G, 24c</p> <p>Also there must be an indicated sign showing the next available emergency exit on the tunnel walls.</p>
	<p><b>Lanes signals</b></p> <p><b>These signs can be circular or rectangular</b></p>
<p><b>Broadcasting receipt</b></p>	<p>In tunnels which can receive broadcasting the user of tunnels are to be advised by suitable signs in front of the tunnel that they can receive radio.</p>
<p><b>Change traffic signs</b></p>	<p>All change traffic signs must unequivocally advise the tunnel user of congestion, punctures, accidents, fires and other risks.</p>
<p><b>Marking of Lane</b></p>	<p>For demarcation of the lane towards the side of the road there shall be made a suitable marking of the lane. In tunnels of oncoming traffic both direction lanes should be parted from one another along the middle line (single or double line) with clearly visible items.</p>

## 12.2 Driving- and resting times

the regulations legal are valid for the working hours

## 12.3 Operating instructions

Operating instructions ( BA ) are obligatory and the operational documents need to be taken care. they give advice to the danger in workspace with biological agents, dangerous items and their preparation and for machines and other technical plant. information to the behaviours is also given.

The issue of BA is legally regulated in the ruling of hazardous substances and in the operational safety ruling. the operating instructions contains following contents:

- a. Scope of application
- b. Danger for man and environment
- c. Protection measure and behaviour rules
- d. Behaviour upon disturbances
- e. Behaviour upon accidents, first aid
- f. Proper disposal / maintenance

additional regulations for special activities are regulated in the operating instructions, which contains additional obligatory behaviour regulations. should an employee carry out activities for which they have not received any teaching or the employees are uncertain the respective superior must be informed before starting with working process.

## Annex A. ADR/RID Hazard Identification Numbers (HIN)

20	asphyxiant gas or gas with no subsidiary risk
22	refrigerated liquefied gas, asphyxiant
223	refrigerated liquefied gas, flammable
225	refrigerated liquefied gas, oxidizing (fire-intensifying)
23	flammable gas
238	gas, flammable, corrosive
239	flammable gas, which can spontaneously lead to violent reaction
25	oxidizing (fire-intensifying) gas
26	toxic gas
263	toxic gas, flammable
265	toxic gas, oxidizing (fire-intensifying)
268	toxic gas, corrosive
28	gas, corrosive
30	flammable liquid (flash-point between 23 °C and 60 °C, inclusive) or flammable liquid or solid in the molten state with a flash-point above 60 °C, heated to a temperature equal to or above its flash- point, or self-heating liquid
323	flammable liquid which reacts with water, emitting flammable gases
X323	flammable liquid which reacts dangerously with water, emitting flammable gases
33	highly flammable liquid (flash-point below 23 °C)
333	pyrophoric liquid
X333	pyrophoric liquid which reacts dangerously with water <sup>1</sup>
336	highly flammable liquid, toxic
338	highly flammable liquid, corrosive
X338	highly flammable liquid, corrosive, which reacts dangerously with water
339	highly flammable liquid which can spontaneously lead to violent reaction
36	flammable liquid (flash-point between 23 °C and 60 °C, inclusive), slightly toxic, or self-heating liquid, toxic
362	flammable liquid, toxic, which reacts with water, emitting flammable gases
X362	flammable liquid toxic, which reacts dangerously with water, emitting flammable gases
368	flammable liquid, toxic, corrosive
38	flammable liquid (flash-point between 23 °C and 60 °C, inclusive), slightly corrosive or self-heating liquid, corrosive
382	flammable liquid, corrosive, which reacts with water, emitting flammable gases
X382	flammable liquid, corrosive, which reacts dangerously with water, emitting flammable gases
39	flammable liquid, which can spontaneously lead to violent reaction
40	flammable solid, or self-reactive substance, or self-heating substance
423	solid which reacts with water, emitting flammable gases, or flammable solid which reacts with water, emitting flammable gases or self-heating solid which reacts with water, emitting flammable gases
X423	solid which reacts dangerously with water, emitting flammable gases, or flammable solid which reacts dangerously with water, emitting flammable gases, or self-heating solid which reacts dangerously with water, emitting flammable gases
43	spontaneously flammable (pyrophoric) solid

X432 spontaneously flammable (pyrophoric) solid which reacts dangerously with water, emitting flammable gases

44 flammable solid, in the molten state at an elevated temperature

446 flammable solid, toxic, in the molten state, at an elevated temperature

46 flammable or self-heating solid, toxic

462 toxic solid which reacts with water, emitting flammable gases

X462 solid which reacts dangerously with water, emitting toxic gases

48 flammable or self-heating solid, corrosive

482 corrosive solid which reacts with water, emitting flammable gases

X482 solid which reacts dangerously with water, emitting corrosive gases

50 oxidizing (fire-intensifying) substance

539 flammable organic peroxide

55 strongly oxidizing (fire-intensifying) substance

556 strongly oxidizing (fire-intensifying) substance, toxic

558 strongly oxidizing (fire-intensifying) substance, corrosive

559 strongly oxidizing (fire-intensifying) substance, which can spontaneously lead to violent reaction

56 oxidizing substance (fire-intensifying), toxic

568 oxidizing substance (fire-intensifying), toxic, corrosive

58 oxidizing substance (fire-intensifying), corrosive

59 oxidizing substance (fire-intensifying) which can spontaneously lead to violent reaction

60 toxic or slightly toxic substance

606 infectious substance

623 toxic liquid, which reacts with water, emitting flammable gases

63 toxic substance, flammable (flash-point between 23 °C and 60 °C, inclusive)

638 toxic substance, flammable (flash-point between 23 °C and 60 °C, inclusive), corrosive

639 toxic substance, flammable (flash-point not above 60 °C) which can spontaneously lead to violent reaction

64 toxic solid, flammable or self-heating

642 toxic solid, which reacts with water, emitting flammable gases

65 toxic substance, oxidizing (fire-intensifying)

66 highly toxic substance

663 highly toxic substance, flammable (flash-point not above 60 °C)

664 highly toxic solid, flammable or self-heating

665 highly toxic substance, oxidizing (fire-intensifying)

668 highly toxic substance, corrosive

X668 highly toxic substance, corrosive, which reacts dangerously with water

669 highly toxic substance which can spontaneously lead to violent reaction

68 toxic substance, corrosive

69 toxic or slightly toxic substance, which can spontaneously lead to violent reaction

70 radioactive material

78 radioactive material, corrosive

80 corrosive or slightly corrosive substance

X80 corrosive or slightly corrosive substance, which reacts dangerously with water

823 corrosive liquid which reacts with water, emitting flammable gases

83 corrosive or slightly corrosive substance, flammable (flash-point between 23 °C and 60 °C, inclusive)

X83 corrosive or slightly corrosive substance, flammable, (flash-point between 23 °C and 60 °C, inclusive), which reacts dangerously with water 839 corrosive or slightly corrosive substance, flammable (flash-point between 23 °C and 60 °C inclusive) which can spontaneously lead to violent reaction

X839 corrosive or slightly corrosive substance, flammable (flash-point between 23 °C and 60 °C inclusive), which can spontaneously lead to violent reaction and which reacts dangerously with water

84	corrosive solid, flammable or self-heating
842	corrosive solid which reacts with water, emitting flammable gases
85	corrosive or slightly corrosive substance, oxidizing (fire- intensifying)
856	corrosive or slightly corrosive substance, oxidizing (fire- intensifying) and toxic
86	corrosive or slightly corrosive substance, toxic
88	highly corrosive substance
X88	highly corrosive substance, which reacts dangerously with water
883	highly corrosive substance, flammable (flash-point between 23 °C and 60 °C inclusive)
884	highly corrosive solid, flammable or self-heating
885	highly corrosive substance, oxidizing (fire-intensifying)
886	highly corrosive substance, toxic
X886	highly corrosive substance, toxic, which reacts dangerously with water
89	corrosive or slightly corrosive substance, which can spontaneously lead to violent reaction
90	environmentally hazardous substance; miscellaneous dangerous substances
99	miscellaneous dangerous substance carried at an elevated temperature.

## Maximum weights and dimensions

### Annex B: Maximum weights and dimension

<i>at 25.03.13</i>	A	AFG	AL	AZ	B	BG <sup>4</sup>	BIH	BR	BY <sup>4</sup>	CH	CY	CZ	D	DK
<b>Height (m)</b>	4	4	4	4	4	4	4	4.40	4	4	4	4	4	4
Double decker bus														
<b>Width (m)</b>														
All vehicles	2.55	2.50	2.50	2.55	2.55	2.55	2.50	2.60	2.55	2.55	2.50	2.55	2.55	2.55
Superstructures of conditioned vehicles	2.60		2.60	2.60	2.60	2.60			2.60	2.60	2.60	2.60	2.60	2.60
<b>Length (m)</b>														
Motor vehicle (other than a bus)	12	12	12	12	12	12	12	14	12	12	12	12	12	12
Trailer	12			12	12	12	12		12			12	12	12
Articulated vehicle	16.50	16	16.50	20	16.50	16.50	17	18.60	20	16.50	16.50	16.50	16.50	16.50
Road train	18.75	24	18.35	20	18.75	18.75	18	19.80	20	18.75	18.35	18.75	18.75	18.75
Bus, coach				12				14			12			
- 2 axles	13.50		12		13.50	13.50	12		12	13.50		13.50	13.50	13.50
- more than 2 axles	15		12		15	15	12		15	15		15	15	15
- with trailer					18.75	18.75						18.75	18.75	18.75
Articulated bus	18.75			18	18.75	18.75	18		18	18.75		18	18.75	18.75
<b>Axle weight (t)</b>														
single axle	10	8	10	10	10	10	10	10	10	10	6	10	10	10
drive axle	11.5				12	11.5				11.5 <sup>5</sup>	11	11.5	11.5	11.5
tandem axle		14	12	18			16	17			18			
- motor vehicle	18				20	18			18	18		18	18	18
- with air suspension	19					19				19 <sup>5</sup>		19	19	19
- trailer / semi-trailer	20				20	20			18	20		20	20	20
tridem axle	24		18	24	27 <sup>1</sup>	24	24	25.5	25.5	24		24	24	24
<b>Maximum permitted weight (t)</b>														
Bus, coach														
- 2 axles	18	16	18		19	18	20	15	18	18	16	18	18	18
- 3 axles	25	24	25		26	26 <sup>1</sup>	26	22	24	26 <sup>1</sup>	24	26 <sup>1</sup>	26 <sup>1</sup>	26
Articulated bus	28				28	28			28	28		28	28	28
Motor vehicle														
- 2 axles	18	16	18		19	18	20	16	18	18	16	18	18	18
- 3 axles	26 <sup>1</sup>	24	25		26	26 <sup>1</sup>	26	23	25 <sup>1</sup>	26 <sup>1</sup>	24	26 <sup>1</sup>	26 <sup>1</sup>	26 <sup>1</sup>
- 4 axles	32 <sup>2</sup>				32	32			32	32	31	32	32	32 <sup>2</sup>
Trailer														
- 2 axles	18		18		20	18	20		18	18		18	18	20
- 3 axles	24		22		30	24	26		24	24		24	24	24
Articulated vehicle	40			38			40			40				
- 3 axles (2+1)		24	26		29			26	28			28	28	28
- 4 axles (2+2)		34	32		39	38 <sup>2</sup>		33	38 <sup>2</sup>			38 <sup>2</sup>	38 <sup>2</sup>	38
- 5 axles (2+3)		36	38		44 <sup>1</sup>	40		45	38			42	40	42
- 5 axles (3+2)		36	38		44	40		40	38			46	40	44
- 6 axles (3+3)		36	38		44	40		45	38			48	40	48
- container transport (3+2/3)	44					44						48	44	
Road train	40	36		38			40			40				
- 4 axles (2+2)			40		39	36		33	36			36	36	38
- 5 axles (2+3)			44		44	40		45	38			42	40	42
- 5 axles (3+2)			44		44	40		45	38			44 <sup>1</sup>	40	44
- 6 axles (3+3)			44		44	40		45	38			48	40	48

## Maximum weights and dimensions

	E	EST	EU	F <sup>17</sup>	FIN <sup>7</sup>	GB	GE	GR	H	HKJ	HR	I <sup>14</sup>	IL	IR
<b>Height (m)</b>	4	4	4	<sup>6</sup>	4.20	<sup>6</sup>	4	4	4	4.20	4	4	4	4.50
Double decker bus						4.57								
<b>Width (m)</b>														
All vehicles	2.55	2.55	2.55	2.55	2.60	2.55	2.55	2.55	2.55	2.60	2.55	2.55	2.55	2.50
Superstructures of conditioned vehicles	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	
<b>Length (m)</b>														
Motor vehicle (other than a bus)	12	12	12	12	12	12	20	12	12	12 <sup>13</sup>	12	12	12	12 <sup>13</sup>
Trailer	12	12	12	12	12	12		12	12	16.20 <sup>13</sup>		12	12	
Articulated vehicle	16.50	16.50	16.50	16.50	16.50	16.50	20	16.50	16.50	18.50	16.50	16.50	16.50	16
Road train	18.75	18.75	18.75	18.75	25.25	18.75	24	18.75	18.75	18.50	18.75	18.75	18.75	18
Bus, coach													12	11
- 2 axles	15	13.50	13.50	13.50	13.50	13.5 <sup>9</sup>		12	13.50		13.50	13.50		
- more than 2 axles	15	15	15	15	15	15 <sup>9</sup>		12	15	12	15	15		
- with trailer	18.75	18.75	18.75	18.75	18.75	18.75			18.75			18.75		
Articulated bus	18	18.75	18.75	18.75	18.75	18.75		18	18.75		18.75	18.75	18	
<b>Axle weight (t)</b>														
single axle	10	10	10	12 <sup>16</sup>	10	10	10	10	10	13	10	12	10	13 <sup>2</sup>
drive axle	11.5	11.5	11.5	12 <sup>16</sup>	11.5	11.5	11	11.5	11.5	7.5	11.5	12	11.5	
tandem axle										18				20
- motor vehicle	18	18	18	19	18	18		18	16 <sup>11</sup>		18	20	18	
· with air suspension	19	19	19		19	19		19			19		19	
- trailer / semi-trailer	20	20	20		20	20		20	16		20			
tridem axle	24	24	24		24	24		24	24		24		24	
<b>Maximum permitted weight (t)</b>														
Bus, coach														
- 2 axles	18	18	18	19	18	18		18	18	21	18	18	18	19
- 3 axles	26 <sup>1</sup>	26 <sup>1</sup>	26 <sup>1</sup>	26	26 <sup>1</sup>	26 <sup>1</sup>		26 <sup>1</sup>	26 <sup>1</sup>	27	26 <sup>1</sup>	26 <sup>1</sup>	26 <sup>1</sup>	
Articulated bus	28	28	28	32	28	28			28		28	28		
Motor vehicle														
- 2 axles	18	18	18	19	18	18		18	18	21	18	18	18	19
- 3 axles	26 <sup>1</sup>	26 <sup>1</sup>	26 <sup>1</sup>	26	26 <sup>1</sup>	26 <sup>1</sup>		26 <sup>1</sup>	26 <sup>1</sup>	27	26 <sup>1</sup>	26 <sup>1</sup>	26 <sup>1</sup>	26
- 4 axles	32 <sup>2</sup>	32 <sup>2</sup>	32 <sup>2</sup>	32	32 <sup>2</sup>	32 <sup>2</sup>		32 <sup>2</sup>	30	36	32 <sup>2</sup>	32 <sup>2</sup>	32 <sup>2</sup>	
Trailer														
- 2 axles	18	18	18	19	20	18		18	18	21	18	22	19 <sup>1</sup>	
- 3 axles	24	24	24	26	30	24		24	24	27	24	26	27 <sup>1</sup>	
Articulated vehicle							44							
- 3 axles (2+1)	28			32	28	26			28	30			28	26
- 4 axles (2+2)	38 <sup>2</sup>	38 <sup>2</sup>	38 <sup>2</sup>	38	38	38 <sup>2</sup>		38 <sup>2</sup>	36	40	38 <sup>2</sup>	40	38 <sup>2</sup>	36
- 5 axles (2+3)	40	40	40	44	42	40		40	40	46	40	44	43 <sup>1</sup>	34
- 5 axles (3+2)	40	40	40	44	46	40		40	40	46	40	44	43 <sup>1</sup>	38
- 6 axles (3+3)	40	44	40	44	48	44 <sup>2</sup>		40	40	50	40	44	49 <sup>1</sup>	
- container transport (3+2/3)	44	44	44	44	48	44		44			44	44		
Road train							44							
- 4 axles (2+2)	36	36	36	38	36	36		36	36	40	36	40	37 <sup>1</sup>	32
- 5 axles (2+3)	40	40	40	40	44	40		40	40	46	40	44	45 <sup>1</sup>	34
- 5 axles (3+2)	40	40	40	40	44	40		40	40	46	40	44	45 <sup>1</sup>	38
- 6 axles (3+3)	40	44	40	40	53 <sup>8</sup>	44 <sup>2</sup>		40	40	50	40	44	53 <sup>1,8</sup>	40

## Maximum weights and dimensions

	IRL	KS	KT	KZ	L	LT	LV	MA	MD	MK	N	NL	P <sup>14</sup>	PL
<b>Height (m)</b>	4.25	4	4.50	4	4	4	4	4	4	4	<sup>6</sup>	4	4	4
Double decker bus	4.57													
<b>Width (m)</b>														
All vehicles	2.50	2.55	2.60	2.55	2.55	2.55	2.55	2.55	2.50	2.50	2.55	2.55	2.55	2.55
Superstructures of conditioned vehicles	2.60			2.60	2.60	2.60	2.60	2.60			2.60	2.60	2.60	2.60
<b>Length (m)</b>														
Motor vehicle (other than a bus)	12		12 <sup>13</sup>	12	12	12	12	12	12	12	12.40	12	12	12
Trailer	12			12	12	12	12	12	12	12 <sup>13</sup>	12.40	12	12	12
Articulated vehicle	16.50		15	20	16.50	16.50	16.50	16.50	16.50	16.50	17	16.50	16.50	16.50
Road train	18.35		20	20	18.75	18.75	18.75	18.75	20	18	18.50	18.75	18.75	18.75
Bus, coach				12				12	12		15			
- 2 axles	12		12		13.50	13.50	13.50			12		13.50	13.50	13.50
- more than 2 axles	12				15	15	15			12		15	15	15
- with trailer					18.75	18.75	18.75	18.75		18		18.75	18.75	18.75
Articulated bus			16.50	18	18.75	18.75	18.75	18.00			18.75	18.75	18.75	18.75
<b>Axle weight (t)</b>														
single axle	10	6	10	10	10	10	10	10	10 <sup>4</sup>	10	10	10	10	10
drive axle	10.5		10	10	12 <sup>1</sup>	11.5	11.5	11.5			11.5	11.5	12	11.5
tandem axle			20		20				16 <sup>4</sup>	16	20		20	
- motor vehicle	18			18 <sup>2</sup>		18	18	18				18		18
· with air suspension	19			19 <sup>2</sup>		19	19	19				19		19
- trailer / semi-trailer	20			18 <sup>2</sup>		20	20	20				20		20
tridem axle	24 <sup>2</sup>			26.5 <sup>2</sup>	27 <sup>1</sup>	24	24	24	22 <sup>4</sup>	24	30	27 <sup>1</sup>	24	24
<b>Maximum permitted weight (t)</b>														
Bus, coach														
- 2 axles	17	18	16	18	19	18	18	18	18 <sup>2</sup>	16	19.5	21.5 <sup>12</sup>	19	18
- 3 axles	25	24		24	26	26 <sup>1</sup>	26 <sup>1</sup>	26 <sup>1</sup>	24	22	26	33 <sup>15</sup>	26	26 <sup>1</sup>
Articulated bus		28	22	28	28	28	28		26	26	29.5		32	28
Motor vehicle		30												
- 2 axles	17		19	18	19	18	18	18	18 <sup>2</sup>	16	19.5	21.5	19	18
- 3 axles	26 <sup>1</sup>		26	25 <sup>1</sup>	26	26 <sup>1</sup>	26 <sup>1</sup>	26 <sup>1</sup>	24	22	29.5 <sup>2</sup>	33	26	26 <sup>1</sup>
- 4 axles	32 <sup>2</sup>			32 <sup>2</sup>	32	32 <sup>2</sup>	32 <sup>2</sup>	32 <sup>2</sup>	32		31 <sup>2</sup>	43	32	32 <sup>2</sup>
Trailer														
- 2 axles	18			18	20 <sup>1</sup>	18	18	18	18 <sup>2</sup>		20	20	18	18
- 3 axles	24			24	30 <sup>1</sup>	24	24	24	24	24	30	30	24	24
Articulated vehicle		30			44									
- 3 axles (2+1)	25								30		29.5	31.5	29	
- 4 axles (2+2)	35			38 <sup>2</sup>		38 <sup>2</sup>	38 <sup>2</sup>	38 <sup>2</sup>	38 <sup>2</sup>	32	29.5	41.5	38	38 <sup>2</sup>
- 5 axles (2+3)	40 <sup>1</sup>		35	38		40	40	40	40	40	47	50	40	40
- 5 axles (3+2)	40		35	38		40	40	40	40	40	47	50	40	40
- 6 axles (3+3)	40		35	38		40	40	40	40	40	47	50	40	40
- container transport (3+2/3)	44					44	44	44					44	44
Road train		30			44						50			
- 4 axles (2+2)	35			36		36	36	36	36	36		41.5	37	36
- 5 axles (2+3)	40		45	42		40	40	40	40	40		50	40	40
- 5 axles (3+2)	40		45	42		40	40	40	40	40		50	40	40
- 6 axles (3+3)	40		45	44		40	40	40	40	40		50	40	40

## Maximum weights and dimensions

	RC	RCH	RO <sup>4</sup>	RUS	S	SK	SLO	SR	SYR	TN	TR	UA	UAE	UZ
<b>Height (m)</b>	4	4	4	4	<sup>6</sup>	4	4	4	4	4	4	4	4.20	4
Double decker bus														
<b>Width (m)</b>														
All vehicles	2.50	2.50	2.55	2.55	2.60	2.55	2.55	2.50	2.55	2.55	2.55	2.65	2.60	2.50
Superstructures of conditioned vehicles			2.60	2.60	2.60	2.60	2.60	2.50		2.60	2.60	2.65		
<b>Length (m)</b>														
Motor vehicle (other than a bus)	12	11 <sup>13</sup>	12	12	24	12	12	12	13	12	12	12	12	12
Trailer			12	12	24		12	12 <sup>13</sup>		12				
Articulated vehicle	16.50	17	16.50	20	25.25	16.50	16.50	16.50	16	16.50	16.50	22	17	24
Road train		20	18.75	20	24	18.75	18.75	18	19	18.75	18.75	22	21	24
Bus, coach		13.20		12					13	12		12		
- 2 axles			13.50		24	12	13.50	12			12			
- more than 2 axles			15		24	15	15.00	12			12			
- with trailer			18.75		24			18						
Articulated bus		18	18.75	18	24	18	18.75			18	18			
<b>Axle weight (t)</b>														
single axle		12	10	10	10	10	10	10		10	10	10	13.5	8
drive axle		7	11.5		11.5	11.5	11.5			11.5	11.5			
tandem axle		18						16			20	16	20	
- motor vehicle			18		18	18	18			18				
- with air suspension			19		19	19				19				
- trailer / semi-trailer			20		20	18	20			20				
tridem axle		25	24		24	24	24	24		24	24	22		
<b>Maximum permitted weight (t)</b>														
Bus, coach														
- 2 axles		18	18	18	18	18	18	16	19	18	18			
- 3 axles		25	26 <sup>1</sup>	25	26 <sup>1</sup>	26 <sup>1</sup>	25	22	26	26 <sup>1</sup>	25			
Articulated bus			28		28	28		26			28			
Motor vehicle	16.5											38		
- 2 axles		18	18	18	18	18	18	18	19	18	18		16	
- 3 axles		25	26 <sup>1</sup>	25	26 <sup>1</sup>	26 <sup>1</sup>	25	24	26	26 <sup>1</sup>	25		22	
- 4 axles			32 <sup>2</sup>	30	32 <sup>2</sup>	32 <sup>2</sup>	32		26	32 <sup>2</sup>	32			
Trailer					36							20		
- 2 axles			18			18	18	18		18				
- 3 axles			24			24	24	22		24				
Articulated vehicle					60	40						38		40
- 3 axles (2+1)		29	30	28				26			28		20	
- 4 axles (2+2)		36	38 <sup>2</sup>	36				36	32	38	38 <sup>2</sup>	38	32	
- 5 axles (2+3)			40	38				40	40	43	40	40	32	
- 5 axles (3+2)		45	40	38				40	40	43	40	40	32	
- 6 axles (3+3)		45	40	38				40	40	48	40	40	32	
- container transport (3+2/3)			44			44	44			44	44			
Road train					60	40						38	28	40
- 4 axles (2+2)		40	36	36				36	38	36	36			
- 5 axles (2+3)		45	40	38				40	40	43	40	40		
- 5 axles (3+2)		45	40	38				40	40	43	40	40		
- 6 axles (3+3)		45	40	38				40	40	48	40	40		

## Maximum weights and dimensions

### NOTES:

- 1 with air suspension or equivalent
- 2 under certain conditions (see country file)
- 3 for vehicles registered in an EU member state, these values are increased by 5%
- 4 on trunk roads
- 5 for vehicles registered on or after 1.10.97
- 6 no general limit
- 7 for vehicles registered in an EEA member state
- 8 for vehicles with 7 axles or more, higher limits apply
- 9 must satisfy strict manoeuvrability criteria
- 10 drive axle of a coach : 11.5t
- 11 tandem axle of a coach : 18.0t
- 12 official weight for this vehicle configuration; in practice, however, the maximum weight is 19.5t
- 13 with 3 axles or more
- 14 for certain types of transport (e.g. containers, cars etc.) higher limits apply
- 15 official weight for this vehicle configuration; in practice, however, the maximum weight is 26.0t
- 16 13t or 12t for articulated vehicles of a road transport unit between 40 and 44t
- 17 time limitations are applied depending on the age of the vehicles. By Order, the French Transport Ministry has established specific conditions which allow the movement of these vehicles up to 44 tons as follows:
  - As of September 30, 2014 when the motor vehicle has been registered subsequent to October 1, 2001 (Euro III vehicles);
  - As of September 20, 2017 when the motor vehicle has been registered subsequent to October 1, 2006 (Euro IV and Euro V vehicles) ;
  - Vehicles registered subsequent to October 1, 2009.





