

## Trailer Loading Plan \_\_\_\_\_ Tunnel

Issue No. 1  
Date of Issue – 13<sup>th</sup> Sept. 2004  
Issued By:- Ian Ashley

### Background

Incidents leg collapse whilst loading unsupported trailers in \_\_\_\_\_ plant tunnel.

### Previous Inspections and Reports

22<sup>nd</sup> September, 2003 and 1<sup>st</sup> October, 2003

### Safe Operating Instructions

1. All trailers to be inspected for safety critical defects prior to entry into tunnel and records kept. Inspection to be carried out by nominated person under the control of the ESL shunt team leader. Reports to be filed in daily order
2. Trailers to be presented for loading with legs wound down and in the defined trailer parking area which embraces the reinforced leg contact points.
3. Safety Check List to be completed and filed for a yet to be defined period for trend analysis etc.
4. Any defective trailer to be VOR'd before loading and reported to ESL Shunt Team Leader
5. \_\_\_\_\_ loaders to place two packs either side of the trailer over the rear axles.
6. \_\_\_\_\_ loaders to place one pallet on the nearside and one pallet on the offside behind the headboard and load each pallet thereafter on alternate sides
7. \_\_\_\_\_ loaders to adjust the position of the first placed packs to ensure full bed utilisation and security
8. \_\_\_\_\_ loaders to place single packs behind the headboard which must be split on the tunnel floor - **not on the trailer.**
9. False headboard to be raised (where fitted) to ensure no axles overweight and evenly distributed
10. Axle Weights for full loads to be provided by ESL to ensure even load distribution with headboard both raised and lowered. This for information to back up this Safe System of Loading
11. \_\_\_\_\_, (customer) to advise time scale for repairs to trailer park and tunnel surface. This is contributing in no small way to trailer leg damage.

### Conclusions

1. Strict enforcement of inspection and VOR procedure will ensure safe and serviceable trailers presented for loading
2. Strict enforcement of the loading plan will ensure minimum stress applied to the trailer chassis and supporting legs.
3. Damage, cost and down time will be eliminated by adopting this loading method.

I confirm that I have read, understood and will comply with this safe system of work which is produced for my safety and the safety of those affected by my work activities.

Signed \_\_\_\_\_ Name \_\_\_\_\_

Date \_\_\_\_\_