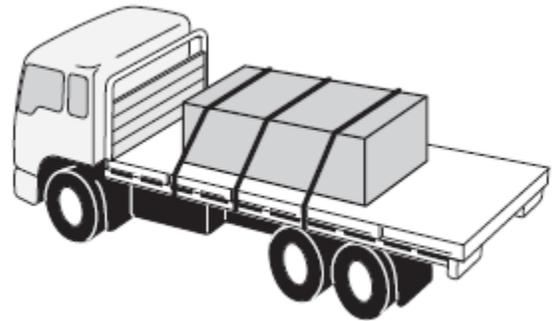


LOAD RESTRAINT AWARENESS

It is very important that all vehicles are loaded safely in order to prevent injury to people and damage to property. When loading Hume Doors on your vehicle you should have an awareness of appropriate load restraint. For detailed information on how to restrain doors on vehicles follow *the link* to The National Load Restraint Guide compiled by the National Transport Commission which outlines the basic safety principles that should be followed to ensure the safe carriage of loads.

<http://www.humedoors.com.au/hume-safety/employee-information/learning-and-development/learners-guides/load-restraint-guide.pdf>

The following information is an extract from the National Load Restraint Guide and provides a general awareness:



- A load that is restrained so it doesn't shift is required to withstand forces of at least:
 - 80% of its weight in the forward direction;
 - 50% of its weight sideways and rearwards, and
 - an additional 20% of its weight vertically.
- Some industry practices have been tested and the forward restraint found to be only half that required.
- There is often a greater chance of losing a load when braking at low speed than at high speed as it is easier for the brakes to grab at low speed.
- Ropes are extremely ineffective for restraining loads.
- Even though a rope might feel tight, the amount of tension in it is very low.
- The tension in a webbing strap is generally about 5 to 10 times more than a rope.
- Short chains are difficult to tighten properly with a 'dog', because they won't stretch as much as a long chain, to allow the handle to be pulled down. Turnbuckles are better.
- If a load is properly restrained, on a stationary tipping truck or trailer, it will not dislodge, even when the deck is fully tilted.
- Just because a load has been carried in a particular way for many years does not mean it is properly restrained.
- A 'curtain-side' cannot restrain a load properly unless it is part of a certified load restraint system.

- The weight of the load alone cannot provide enough friction to restrain it during normal driving. Additional restraint must be used.
- A heavy load is just as likely to fall off as a light load. The same 'g' forces are acting on both.
- If a load falls off a vehicle travelling at 100 km/h and is hit by a vehicle travelling in the opposite direction at 100 km/h, it has the same impact as the load travelling at 200 km/h and hitting the vehicle when it is stationary.
- Most headboards and loading racks are not strong enough to fully restrain heavy loads.
- Any load that is properly restrained will not come off a vehicle in normal driving including the most severe braking, swerving and cornering.
- Most load restraint accidents occur at low speed in city areas and often only after a short distance. The same amount of restraint must be used for every journey.
- When the load settles, the lashings loosen and cause a huge reduction in tension.
- The tension in the lashings should be checked soon after moving off and then regularly during the journey.
- Checker plate steel decks are just as slippery as smooth flat steel decks.
- Loading directly onto slippery steel decks, roof racks or A-frames should be avoided.
- Use wood or rubber to improve the grip.
- The most cost-effective method to tie down many loads is to put a tough rubber load mat underneath the load. Rubber load mat can more than halve the number of lashings needed.
- Conveyor belting may have only half the grip of rubber load mat. Its surface is designed to resist wear and is therefore more slippery especially when wet. Rubber load mat or timber dunnage is better.
- Low friction is 'high risk'.
- In some cases, if the load and deck are both slippery, it could be necessary to use four 50 mm webbing straps (each 2 tonne lashing capacity) to tie down a half tonne load.
- If you have enough tie down lashings and the load does not shift when cornering or braking, the tension in the lashings always stays the same. It does not increase even under heavy braking because the load has not moved.
- The driver could lose control if a trailer or caravan begins to sway sideways because

it is poorly loaded. Make sure the drawbar always pushes down on the towbar.

- The headlights on some vehicles should be adjusted when they are loaded.