

This Technical Information Sheet is to be used as a checklist to ensure all necessary information is recorded following any load shift / load loss incidents so that a full analysis of the restraint system can be conducted.

- ✓ Take as many photographs as possible.
- ✓ Keep all damaged restraints for inspection by Load Restraint Engineers.

Stage 1 Immediate action



when complete

1. Notify Managing Contractor or the British Steel contract owner immediately

Identify any personal injuries to the driver or others.

2. Record details of the incident:

Location

Time

Conditions (weather, traffic volume, lighting/visibility, road condition etc.)

Product (type, weight, size, surface treatment, packaging etc.)

Pick-up location (British Steel site)

Customer (company name and location)

What happened to cause the incident (speed, evasive manoeuvre etc.)

Outcome of the incident (load shift, load shed)

Driver name, haulage company name, vehicle registration, trailer number

3. Identify and record: Any damage to vehicles (tractor unit, trailer and others involved)

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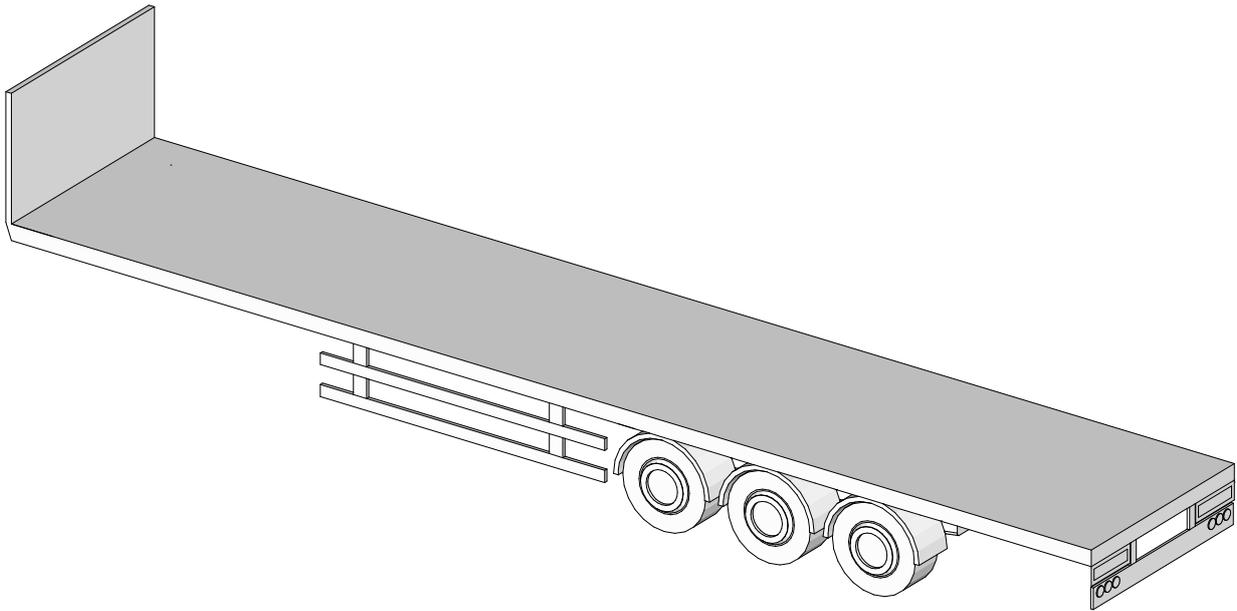
Any damage to product

Do not deliver without permission from managing contractor or contract owner.



Stage 2 Collect evidence to help the incident investigation

4. Sketch of load prior to incident



5. Identify and record details of the load restraint system:



when complete

- Trailer type and specification (e.g. XL curtainsider, flatbed, well trailer etc.)
- Lashing point connection (e.g. rated lashing point, side rive, chassis beam etc.)
- Distance of product from headboard before incident
- Any vertical gaps in the load before the incident (controlled / uncontrolled)
- Size and condition of all timber dunnage (base, intermediate and vertical)
- Size and condition of any blocking used (timbers, false headboards, cross-over restraints etc.)
- Size and condition of side posts and stanchions (height,cross-section e.g. 80 x 80 mm x 4 thick)
- Type of restraints and tensioners used (straps, chains, ratchets, bottle tensioner etc.)
- Number and position of restraints and tensioners
- Restraint method (over-the-top, belly-wrapping, cross-over etc. and LRG ref. if applicable)
- Use of edge protection
- Use of anti-slip matting

6. Photographs - take as many photographs as possible covering:

- The general scene of the incident
- The position of the load after the incident
- The condition of the restraints (straps, chains, blocking, dunnage, posts etc.)
- Condition of the trailer after the incident
- Indication of where the load was positioned on the trailer before the incident

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