

LOAD RESTRAINT GUIDELINE

L LRG 0113 Scrap Bales Into Rotherham Issue 1

Partial	UK	Export
✗	✓	✗

Key: ✓ = Covered in this document
 ✗ = Not permitted
 LLRG... = See referenced LLRG

1. This Technical Advice Document applies to:

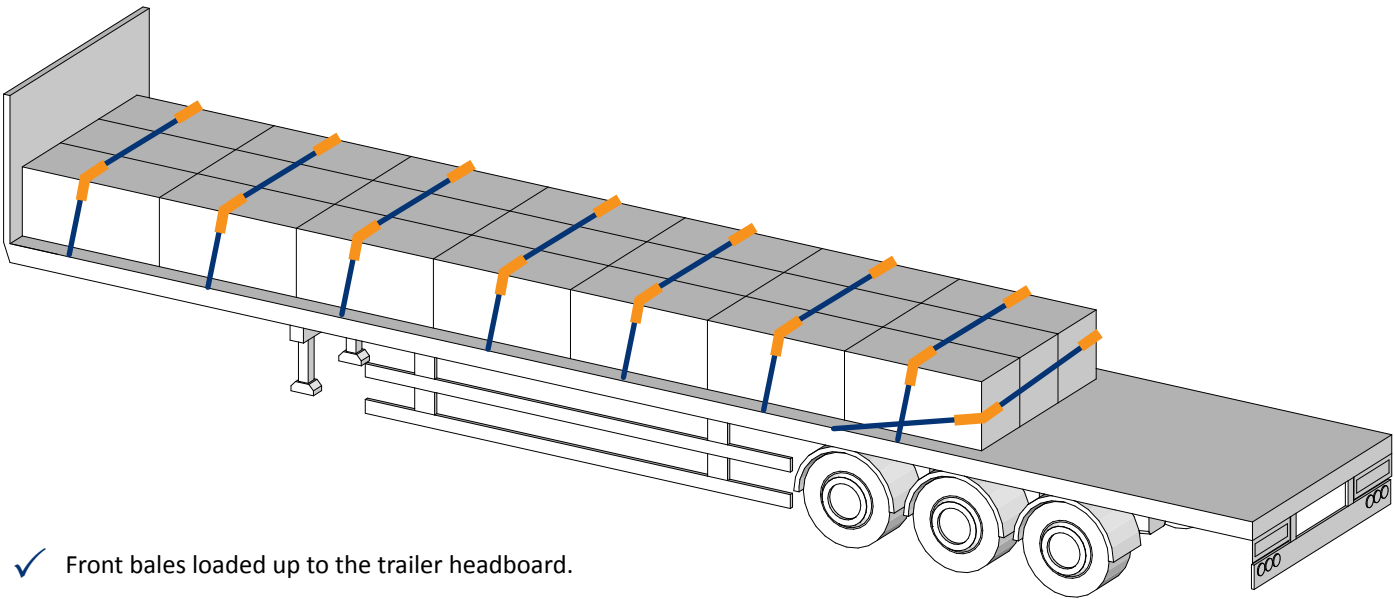
- Transport of 1-tonne scrap bales to Rotherham site.

2. Essential requirements

- Scrap bales must be stable and remain a unitised load, with no danger of individual parts coming loose.
- All restraint equipment must be inspected before use and be in good condition - see relevant Technical Information Sheets for Webbing Straps and Edge Protection.
- All webbing straps must have a minimum lashing capacity of 2000daN, and must be compliant with EN 12195-2.
- Edge protection must be applied to webbing straps at all sharp or abrasive edges, including trailer chassis frame and side rails.

3. Load configuration and restraint

3.1 Loaded to headboard

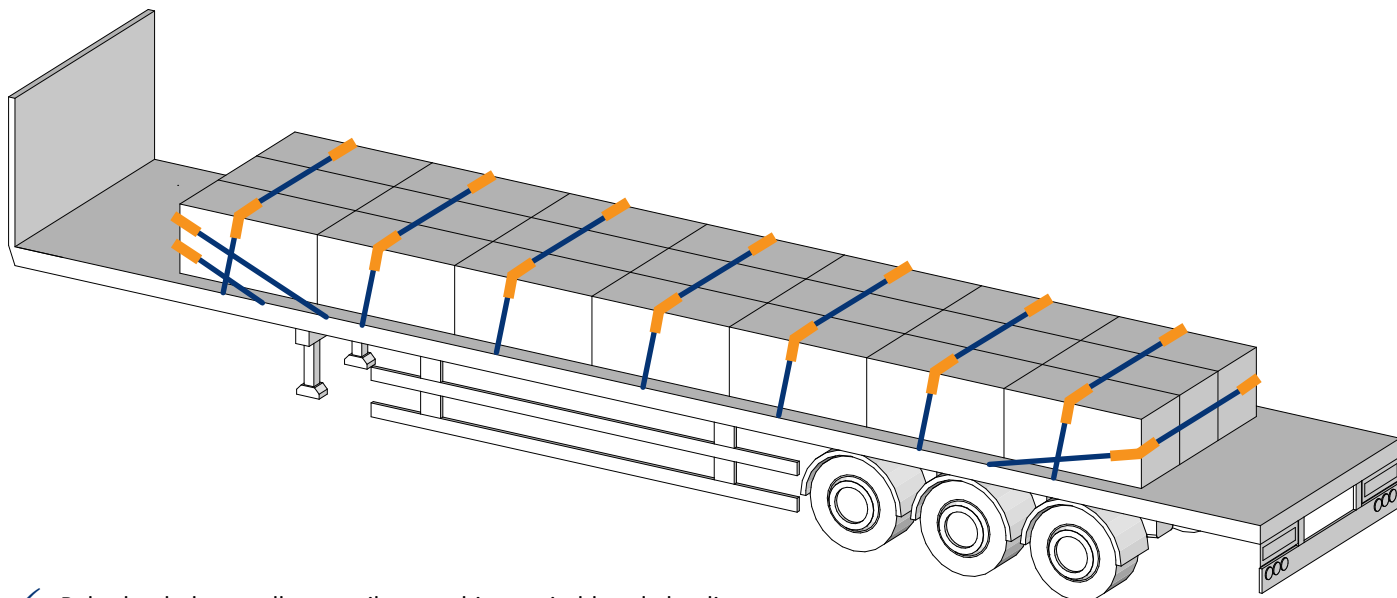


- ✓ Front bales loaded up to the trailer headboard.
- ✓ Subsequent bales loaded tight against, with no gaps.
- ✓ Webbing straps must be protected from contact with all sharp or abrasive surfaces.
- ✓ Minimum of 1 lashing over-the-top of each row of scrap bales.
- ✓ Minimum of 1 strap around the back of the load.

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3.2 Loaded centrally on trailer



- ✓ Bales loaded centrally on trailer to achieve suitable axle loadings.
- ✓ Scrap bales loaded tight against each other, with no gaps.
- ✓ Webbing straps must be protected from contact with all sharp or abrasive surfaces.
- ✓ Minimum of 2 lashings around the front of the load.
- ✓ Minimum of 1 lashing over-the-top of each row of scrap bales.
- ✓ Minimum of 1 strap around the back of the load.

4. Edge protection

- Suitable edge protection is required at all points of contact between webbing strap and product.
- Recommended types of edge protection are moulded plastic corner protectors and heavy duty webbing sleeves.



This Load Restraint Guideline is designed to meet the forces specified in EN 12195-1:2010 and VDI 2700 for road and sea transport.