

## A2 Load Restraint Equipment

### A2.1 Stanchions

Stanchions shall be placed as close to the load as possible unless specifically stated in the loading pattern. Stanchions shall be a minimum of 100 mm higher than the load

If using stanchions as a loading guide it is essential that they are straight and positioned correctly. This will prevent off centre loading, diagonal loading, and/or step loading.

Do not position bent stanchions so that they infringe the loading gauge. Cracked stanchions shall not be used.

When stanchions are not in use, they may be left in the stanchion pockets or stowed on the floor of the wagon if it is safe to do so.

### A2.2 Securing Straps

Polyester straps supplied are tested to a minimum of 5 tonnes meeting EN 12195..

Straps are colour coded to denote the strap length.

| Colour code | Strap Length (m) |
|-------------|------------------|
| ORANGE      | 7                |
| BLUE        | 7 (Loop End)     |
| GREEN       | 11               |

A sufficient number of straps shall be used to adequately secure the loads. The number of straps required for different traffic types is detailed in the loading pattern.

Securing straps used for load restraint needs to be protected against damage from sharp edges or direct points of contact. Use wear sleeves, plastic corner pieces, or other specifically stated method.

Straps can fitted with loose wear sleeves of 250 mm or fitted with 3 m wear sleeves.

#### A2.2.1 Condition of securing straps

Damaged straps (cuts and fraying to the webbing) shall not be used.

Securing straps shall not be cut.

Straps shall not be lengthened by tying two pieces together. The use of knotted straps is prohibited. There should be at least three full turns of the strap around the barrel of the winch. Straps shall be applied as directed by the loading pattern.

Direct throw over straps (these are coloured blue in the loading pattern) are positioned directly over the load.

Strangle wrap straps (these are coloured red in the loading pattern) are used as directed in the loading pattern to bind multiple loads together. The strap is positioned

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fully around the load, the strap ends pull directly from the top corners of the load to the wagon winches on the side. Tensioning must always take place on both sides of the wagon. The straps must not trap each other on top of the load. The length of the strap must be parallel with each other over the load. The straps must not cross underneath the load.

### **A2.2.2 Hand ratchet tensioners (HRT)**

HRT and the type of straps associated with their use are rated at 2.5 tonnes.

HRT and the associated straps are used to supplement existing fixed securing equipment or replace temporarily defective fixed equipment.

HRT and straps are fitted with chassis hooks.

HRT can increase the width of the load.

HRT and strap hooks shall only be attached to horizontal parts of the sole bar or under frame of the wagon.

HRT and straps shall not be attached to wagon door pins/locking mechanisms, hinges, hand brakes, springs, bogie or axle structure, or to any angled part of the sole bar or under frame.

Certain wagons such as the YQA Parr, YLA Mullet and OCA Bass do not allow the use of straps with hooks due to the wagon design not giving suitable anchorage points.

Specific HRTs can be used as a method of bundling loads independently (independent strap) of the wagon as specified in the loading pattern.

### **A2.3 Plastic or Metal Banding**

Plastic or Metal banding is used to bundle loads and to secure loads to pallets. They shall not be used to secure loads to open wagons or wagons with sides.

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