SOP - SHESOP0012 – Loading & Unloading of Iron Man Barriers

Rev 2 – Owner: General Manager – Road Safety Rentals

1. Scope

To describe the process of safely loading and unloading Ironman Hybrid Temporary Barriers, utilising a forklift / Manitou / FE Loader.

2. Responsibilities

The site manager and appropriately experienced staff has overall responsibility of ensuring that all elements of this procedure are carried out.

3. General Specifications

General barrier specification are as follows:

- Galvanised Steel Construction
- Length – 4.115m (pin centres)
- Width – 546mm
- Height – 813mm
- Weight – 925kg

4. Personal Protective Equipment

The following is mandatory PPE.

5. General Safety Points

a) PPE must be worn at all times – refer point 4.
b) All operators operating plant and equipment must hold a current valid licence.

6. Set Up for Loadings

a) Meet with site management and review the task requirements.
b) Review the Risk assessment with all staff and contractors.
c) Review sub-contractors SWMS (if required).

7. Secure the Loading Zone

Secure the general area in which the loading / unloading will take place.

Secure the entrance to the building with plastic chain and bollards.

8. Loading area

Check the area where the activity will take place. Check for uneven ground, remove any rubbish to debris and ensure that all items are removed for the loading area.

9. Preparing the vehicle

9.1 Remove the rear gate from the trailer body. This will assist in the loading of the barriers.

9.2 Once the rear gate has been removed, secure it to the front gate on the vehicle via ropes.

9.3 Clear the deck of the trailer from any foreign objects. Remove any bearers or other objects

10. Correct Loading of Iron Man Barriers

10.1 The loading of Ironman Barriers can be a very dangerous process if not handled in a specific way. Utmost care is required.

10.3 Barriers are only to be moved in a single layer. It is recommended that only two barriers at a time are placed on the fork tynes .

Barriers are **never** to be stacked two or more high.

10.4 Lifting barriers in this fashion is extremely dangerous and should never take place.

In the event that a forkjlift operator commences to load in this fashion, immediately shut the site down and inform the site manager.

This loading technique is a major safety breach and not only is reportable, but will result in disciplinary actions.

11. Loading

11.1 Taking direction from standing at the rear of the trailer, load the first two barriers to the front LHS. In the event the the trailer has a prime mover attached, take direction for the load pattern from the driver

11.2 Whenever loading barriers, ensure that you have a spotter available to asist in the loading process. Ensure that you always have a direct line of site with the spotter.

11.3 Load the opposing side

11.4 Repeat the process in the centre section of the trailer.

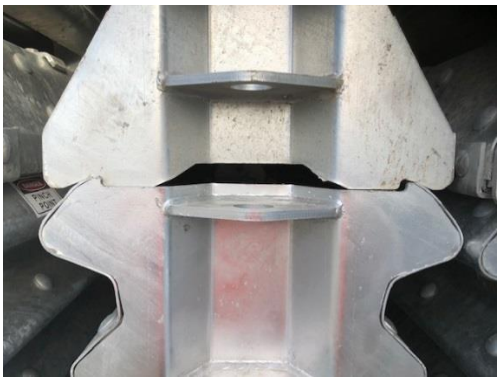
11.5 Repeat the process on the opposing side

11.6 Load the the last row of barriers on the left hand side. Whilst loading the barriers ensure that they are inline and have a common spacing between each row.

11.7 Load the opposing side of the rear row. Now all bottom barriers have been loaded. A total of 12 barriers. (3 rows of 4)

11.8 Begin loading the second stack of barriers as per the same loading method as the botton stack

11.9 Ensure when you are stacking the barriers they lock into the bottom layer. Saferoads barriers have been purposely designed so they will stack neatly which will resist any movement in transit.



11.10 Continue to stack the centre top layer

11.11 Repeat the process on the opposing side of the centre row.

11.12 Repeat the process on the left hand side of the rear row

11.13 Repeat the process on the right hand side of the rear row

11.14 You have now completed a full trailer load of 24 barriers

12. <u>Securing Load</u>

12.1 Prior to securing the load, check the condition of the straps. Ensure that they are in a servicable condition.

Do not use straps that have been frayed or cut. This is a very dangerous practice and the strap needs to be taken out of service and reported.

12.2 The straps which are to be used are rated at 2500kg and are a minimum of 7 meters in length

12.3 On full loads, secure the 4 tie downs per row, evenly spaced. As a guide, place each strap in the position of the concrete blocks in the barrier

13. Load Variations

13.1 There are various load configuration which can be transported. You are not always going to have full loads. Consult with the load manager prior to securing the loads on the amount of straps required.

It is always good practice to have an additional strap, rather than an unsecured load.

13.2 For single layer loads (12 barriers, use two tie downs per row. Utilise 2500kg rated straps.

13.3 For loads which have additional barriers and are not the full layers, always use 3 x 2500kg rated tie downs

If there is element of doubt about securing the load, always consult with the Saferoads Manager or Load Manager.

14. Unloading

14.1 The unloading process is a direct reverse of the loading process. All steps related to safety must be adhered to.

SOP REVISION UPDATES

Rev #	Date	Comment
2	13/08/2020	a) New Format
1	17/04/2018	a) New SOP