



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.



High Visibility clothing must be worn whilst carrying out this process.



Protective clothing must be worn whilst carrying out this process.



Safe work boots or shoes (steel capped) with rubber soles must be worn










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.


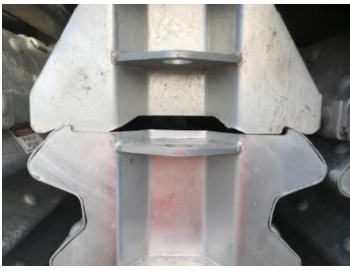







6. Set Up for Loadings / Unloading

- 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).
- d) Establish a LUEZ and ensure that all associated parties are aware of the LUEZ boundaries and where they are expected to be during the loading and unloading process. If anyone enters a “No Go” zone – all operations are to cease immediately.
- e) Prior to commencing any lift, ensure that the barriers being moved are free from other products or fixtures which could make the load unstable.

7. Process

<u>Step 1 – Securing the Loading Zone</u>	<u>Step 2 – Loading Area</u>	<u>Step 3 – Preparing the Vehicle</u>
		
<p>Secure the general area in which the loading / unloading will take place.</p> <p>Secure the entrance to the building with steel chain and bollards.</p>	<p>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 from the loading area.</p>	<p>Remove the rear gate from the trailer body. This will assist in the loading of the barriers.</p>
<u>Step 4 – Securing Rear Gate</u>	<u>Step 5 – Clear the tray deck</u>	<u>Step 6 – Handling Ironman Barrier</u>
		
<p>Once the rear gate has been removed, secure it to the front gate on the vehicle via ropes.</p>	<p>Clear the deck of the trailer from any foreign objects. Remove any bearers or other objects</p>	<p>Barriers are only to be moved in a single layer. Only two barriers at a time are placed on the fork tynes .</p>
<u>Step 7 – Handling Ironman Barriers</u>		
		
<p>Barriers are never to be carried two or more high. Lifting barriers in this fashion is extremely dangerous and should never take place. In the event that a forklift 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.</p>		

Step 8 – Loading	Step 9 – Clear the tray deck	Step 10 – Loading
		
<p>Taking direction from standing at the rear of the trailer, load the first two barriers to the front LHS. In the event that the trailer has a prime mover attached, take direction for the load pattern from the driver</p>	<p>Whenever loading barriers, ensure that you have a spotter available to assist in the loading process. Ensure that you always have a direct line of site with the spotter and be minimum of 6m from forklift operations.</p>	<p>Load the opposing side</p>
Step 11 – Loading	Step 12 – Loading	Step 13 – Loading
		
<p>Repeat the process in the centre section of the trailer.</p>	<p>Repeat the process on the opposing side.</p>	<p>Load 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.</p> <p>Load the opposing side of the rear row. Now all bottom barriers have been loaded.</p> <p>A total of 12 barriers. (3 rows of 4)</p>

<u>Step 14 – Loading</u>	<u>Step 15 – Locking into position</u>	<u>Step 16 – Loading</u>
		
<p>Begin loading the second stack of barriers as per the same loading method as the bottom stack</p>	<p>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.</p>	<p>Continue to stack the centre top layer</p>
<u>Step 17 – Loading</u>	<u>Step 18 – Loading</u>	<u>Step 19 – Loading</u>
		
<p>Repeat the process on the opposing side of the centre row.</p>	<p>Repeat the process on the left hand side of the rear row</p>	<p>Repeat the process on the right hand side of the rear row. Load complete.</p>
<u>Step 20 – Securing</u>	<u>Step 21 – Damaged straps</u>	<u>Step 22 – Strap Capacity</u>
		
<p>Prior to securing the load, check the condition of the straps. Ensure that they are in a serviceable condition. 4 x straps per row</p>	<p>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.</p>	<p>The straps which are to be used are rated at 2500kg and are a minimum of 7 meters in length</p>

Step 21 – Securing





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

8. Load Variations

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.

<u>Step 22 – Variation</u>	<u>Step 21 – Variation</u>
	
<p>For single layer loads (12 barriers, use two tie downs per row. Utilise 2500kg rated straps.</p>	<p>For loads which have additional barriers and are not the full layers, always use 3 x 2500kg rated tie downs</p>

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

9. Unloading

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



SOP - SHESOP0012 – Loading & Unloading of Iron Man Barriers

Rev 3 (29/04/2022) – Owner: Chief Operating Officer



ROAD SAFETY RENTAL

SOP REVISION UPDATES

SOP Amendment Level

Rev #	Date	Comment
-------	------	---------

3	29/04/2022	a) New Format b) Section 6(d) – LEUZ c) Section 6 (e) – Load Stability
---	------------	--

2	13/08/2020	d) New Format
---	------------	---------------

1	17/04/2018	a) New SOP
---	------------	------------
