

Safe Loading Rule for Small Logs in MFT Canterbury Forests

Background

As a result of several incidents where small, short and slippery logs have come out of loads in transit this rule has been developed to minimise such an occurrence particularly where logs have come forward over the headboard and cabs of bonneted trucks.

Solutions/Controls are based on the following 3 areas.

1, Configuration.

With most bonneted trucks the gap between the top of the headboard to the top of the bolsters is approx 40cm compared to virtually no gap with the “cab over” trucks. In order to lower the payload on the truck all bonneted trucks should be set up with 4 axle trailers, the use of 3 axle trailers must be avoided.

A recommendation to make the headboards higher on the bonneted trucks will be submitted to the manufacturers.

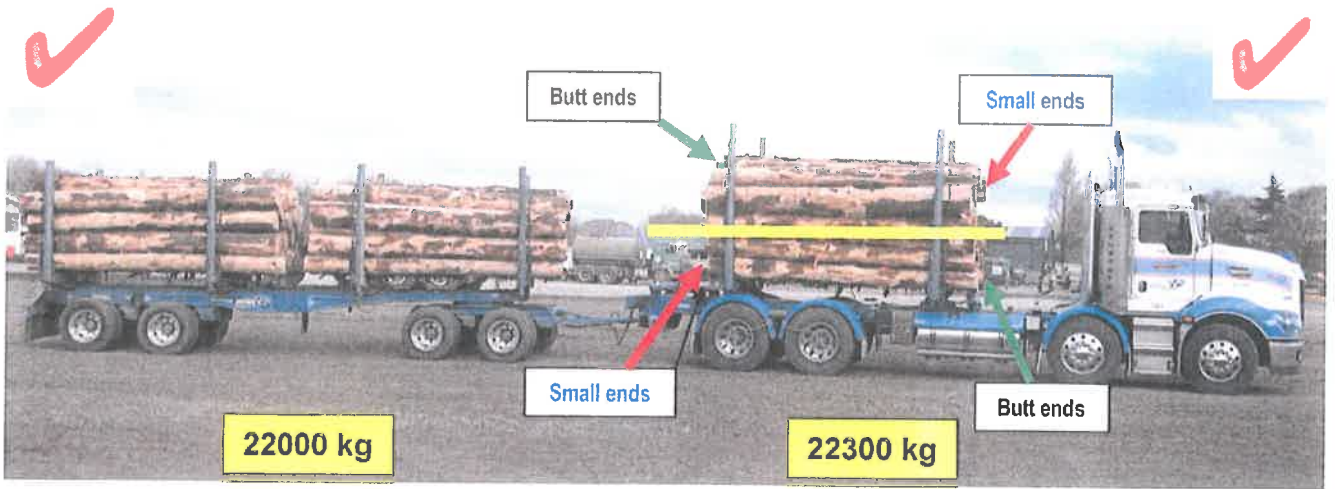
2, Load Distribution.

With the short logs which are generally < 4.3 metres logs and are typically M18,K, KM, KX and Pulp size logs there is the opportunity to load to no higher than the top of the headboard on the truck and load up the 4 axle trailers without exceeding SRT or losing traction by not having enough weight on the front drivers. (See photos)

3, Loading Procedures.

Best Practice guidelines must be observed in loading these logs,

- To ensure the loads are crowned /rounded so that restraints are in contact with as many logs as possible.
- Finished off with the top of the load (on the truck packet) is close to horizontal so that the logs cannot be propelled forward and over the headboard in transit.
- Finished with Butts at the back allowing for better restraint of load. Top and Tail the loading to ensure this is achieved (see photo)
- As a guide, gross loading on truck should be no more than 22,300kgs.
- Belly chains must be used on all short logs that have been manufactured through mechanized processors.





Safety Alert



Logs loaded above stanchions

Risk of logs(s) falling from load

Potential to cause serious harm or injury to others in the vicinity

Hazard controls

The driver or any other person loading commits an offence if they fail to ensure that the load is secured or contained so that it cannot escape

Nobody expects you to take risks to get the job done