

# LOAD SAFETY

DVSA examiners ask themselves a series of questions:

- Can the load slide or topple forwards or backwards?
- Can the load slide or topple off the side?
- Is the load unstable?
- Is the load securing equipment in poor condition?
- Is there anything loose that might fall off?
- Does the vehicle present an immediate likelihood of causing danger of injury due to its load security or stability?

The examiner will refer to the load security matrix if they answer 'yes' to any of these questions. The matrix helps them decide the appropriate course of action to take based on the risk.

You are encouraged to ask the same questions before the start of any journey. This will:

- help identify potential problems
- make sure load securing remains high on your agenda
- ensure you and your company does not receive a prohibition

A prohibition prevents the vehicle from being moved until the load securing problem is fixed.

When a prohibition is issued, the driver is given a fixed penalty notice.

The driver then has 60 minutes to fix the problem. If they can't do this, then the DVSA will immobilise with a release fee incurred.

## XL Trailers

DVSA accept an XL rated trailer keeping 50% of the rated payload to the side without any extra securing, as long as the load fills the entire load area front to back and is within 80mm of the side. This is often called a 'positive fit'.

When tipping a half load from a positive full load it's still possible not to restrain from body to body freight as long as the following rules are met;

- Any gaps created by a diminishing load are blocked keeping a positive fit
- A partial load which doesn't fill the load area has extra securing - this should be enough to meet the DfT rules: 50% to the side, rear and 100% to the front

For example, the use of rated lashing straps across the rear of the load to provide security for 50% of the load. This will secure the load in the same way as the rear of the vehicle would for a full load.

## **Double-deck trailers**

### **Carrying palletised loads**

Double deck trailers often carry palletised loads. Individual laden pallets are known as:

- 'light pallets' if they weigh up to 400kg
- 'heavy pallets' if they weight over 400kg

Don't use the upper deck for carrying stacked pallets or pallets weighing over 400kg.

Secure heavy pallets and stacked laden light pallets on the lower deck with rave to rave lashing or something similar.

### **Load securing on the upper deck**

Laden pallets on the upper deck of double-deck curtain-siders should be single-stacked; and weigh no more than 400kg each.

Enforcement bodies have agreed that the use of an extra internal curtain with integral straps designed to hug the load on the upper deck is a practicable means of mitigating the risks of falling objects during unloading and working at height.

Arguably an internal strap rated at 750 kilos does more than its job for a light pallet under 400 kilos as long as you assess the load and it is secured to the pallet and unlikely to break down in transit.

### **Load securing on the lower deck**

Generally speaking loads carried on the lower deck and swan neck of a double-deck trailer should be secured as if they were carried on a single deck trailer.

In both cases and ***standard trailers***;

Your risk assessment may indicate that for light goods or crushable loads it's practical to use hanging straps or internal curtains. Where over 400 kilos it must be strapped from body to body.