

Personal Protective Equipment (PPE) Required



Main Hazards

The driver should not have to climb onto the bed of the trailer. If for any reason he has to, he should position fall bags



Method

1. The supplier does not physically off-load. They do advise on unload order, the Safe System of Unload and will release the load on customer instruction. The contractor is responsible for the provision of a crane, the qualified operator and the slinger / Banksman. After parking on site the driver inspects the load ensuring it is still secure, with all banding & / or rope in place. Once inspected the driver must sign in at the site managers office. **If the unload is deemed unsafe, the driver will contact his Manager for instruction. This may result in the load being returned to the manufacturer.**

2. Trusses will arrive pre-slung with appropriate 7:1 lifting slings. These slings will be reachable from ground level and should be deemed as single use.



3. The Manufacturer will supply truss packs secured to the trailer with 3 core rope or appropriate banding. You shall familiarise yourself with which rope / banding attaches which pack to the centre bars.



4. Once the order of unloading is agreed between the slinger and driver, the slinger will attach the purple lifting slings to the crane hooks.



5. The crane will then take up the slack of the lift.



6. On instruction from the site responsible person the driver will release the transport straps on the side being unloaded.



7. The driver will release the individual rope / banding attaching the pack to the bars. This must be carried out from a safe position.



8. The crane will then lift the truss pack from the bed of the trailer. **NEVER** stand in the danger area where the trusses could potentially fall. Do not allow any others to enter the danger area.

