

# Strapping Round Timber

Refer to the Road Haulage of Round Timber Code of Practice to ensure you are using straps in accordance with industry recommendations and legislation.

- > Recheck the load straps before moving from forest road to public road.
- > Remember; as a driver you are ultimately responsible for the safety of the load.
- > Use additional straps as required for shorter/debarked timber or when road conditions are challenging.



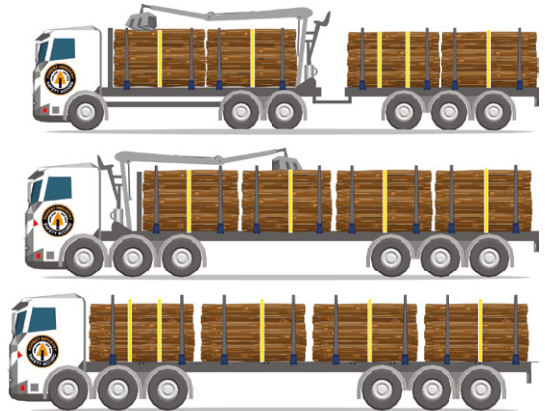
**TimberTransportForum**

delivering solutions for a growing UK harvest

## Timber up to 3.3 metres

Two load straps on front bay nearest cab if no headboard or crane.

### Two on front bunk of drag trailer



## Timber longer than 3.3 metres

Two load straps per bay.

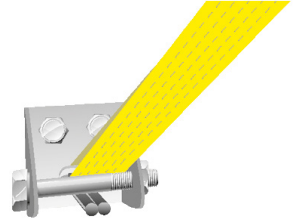


# Load Securing Systems

## Lashing Points

Where possible, straps should be fixed to the truck in a manner that prevents them from sliding under severe braking. Otherwise they should always be securely attached to the trailer chassis.

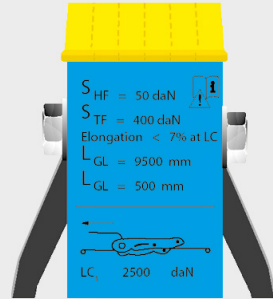
Where used, lashing points should be of adequate strength, meeting the requirements of EN12640, and be suitable and convenient for attaching the end of the ratchet straps.



## Load Straps

All load straps should meet EN12195-2. Each individual load strap should have a tag showing the standard and the STF- the standard tension force. It is recommended that this should be a minimum of 400daN to allow this pre-tension to be applied.

Vehicles should have spare load straps on board at all times. The load straps should be stored securely on the vehicle.



Strap label 400 daN

## Load Strap and Tensioner Inspection

- > Check for tears, cuts, nicks and breaks in load bearing fibres and retaining stitches.
- > Check for knots.
- > Check that only legibly marked and labelled load straps and tensioners are in use.

