

TECHNICAL ADVICE DOCUMENT

Winter conditions - Plate - Export loads

1. This Technical Advice Document applies when:

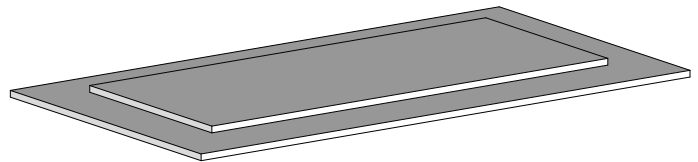
- Air temperature is below 3°C and there is a risk of frost, ice or snow.



Note: Testing has shown that friction coefficients of steel products can be reduced by as much as 50% in freezing conditions. This means that extra restraints are needed to make loads safe when there is a risk of ice.

This Technical Advice Document covers the following product:

- Reversing mill plate



2. Essential requirements

- Trailers must be clear of debris, snow and ice.
- Do not load above the height of the trailer headboard.
- All restraint equipment must be inspected before use and be in good condition - see relevant Technical Information Sheets for *Belly-wrapping*, *Timber dunnage*, *Webbing straps and ratchets*, *Webbing strap edge protection*, and *Anti-slip matting*.
- All webbing straps must be compliant with EN 12195-2 and have a minimum rating of LC 2000 daN.
- Edge protection must be applied to webbing straps at all sharp or abrasive edges, including trailer chassis frame and side rails.

3. Winter weather alert

Throughout the winter period a system will be in place to notify hauliers and Tata Steel despatch points of the risk of freezing conditions.

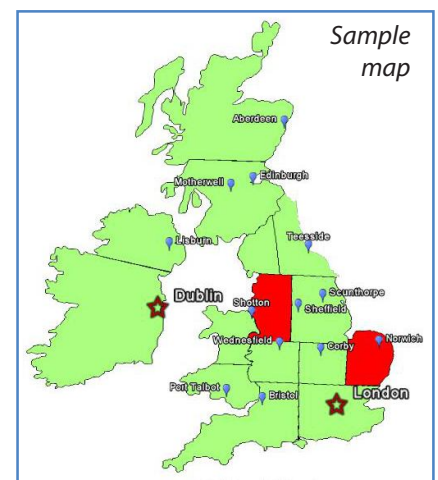
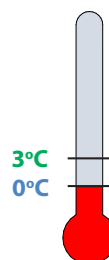
Regions of the UK will be deemed **Red Flag** restraint areas for a period of 24 hours if there is a risk of ice forming on the load. These regions will be coloured **red** on a map sent out daily to all despatch points and hauliers.

Loads despatched from or transiting the **Red Flag** regions will require the restraints identified in this document.

*Note: It is the driver's responsibility to apply the winter weather restraints when the load transits a region identified as **Red Flag**, or conditions deteriorate at the loading point or en-route and there is a risk of ice forming on the load.*



Risk of ice



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4. Loading and restraint requirements

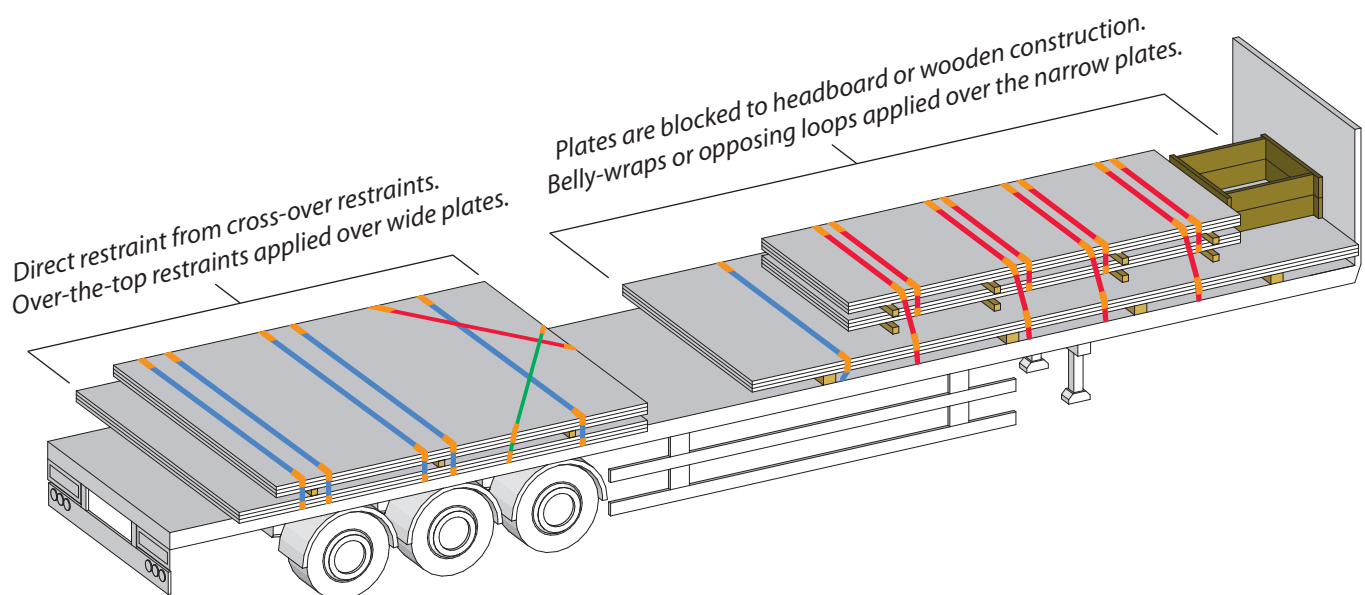
4.1 Fully blocked load

- ✓ Use dry timbers where possible.
- ✓ Minimum number of restraints according to Table 1.
- ✓ Restraints over product less than trailer width are to be belly-wrapped or altered to a pair of opposing loops.
- ✓ **All product to be:**
 - **Loaded to trailer headboard or stanchions**
or
 - **Blocked using wooden constructions**
or
 - **Have direct restraint in the form of cross-over restraints.**

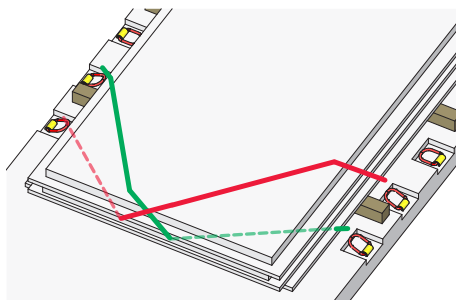
Table 1: Quantity of restraints

Load	Tie-down restraints
0 - 10 t	4
10 - 15 t	5
15 - 20 t	6
20 - 25 t	8
25 - 28 t	9

Illustration below shows how all three methods can be utilised.



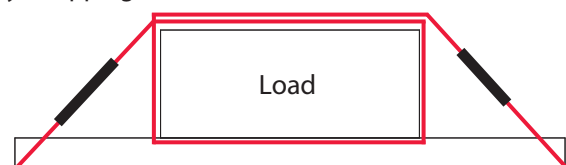
Cross-over restraints



Cross-over restraints must be anchored such that the hooks of the lashings are prevented from sliding forward, ideally anchored to lashing points.

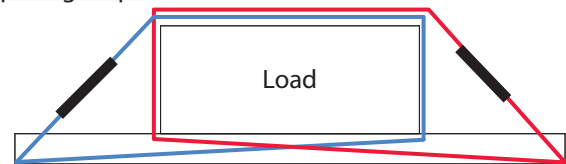
Edge protection omitted for clarity.

Belly-wrapping



Edge protection omitted for clarity.

Opposing loops



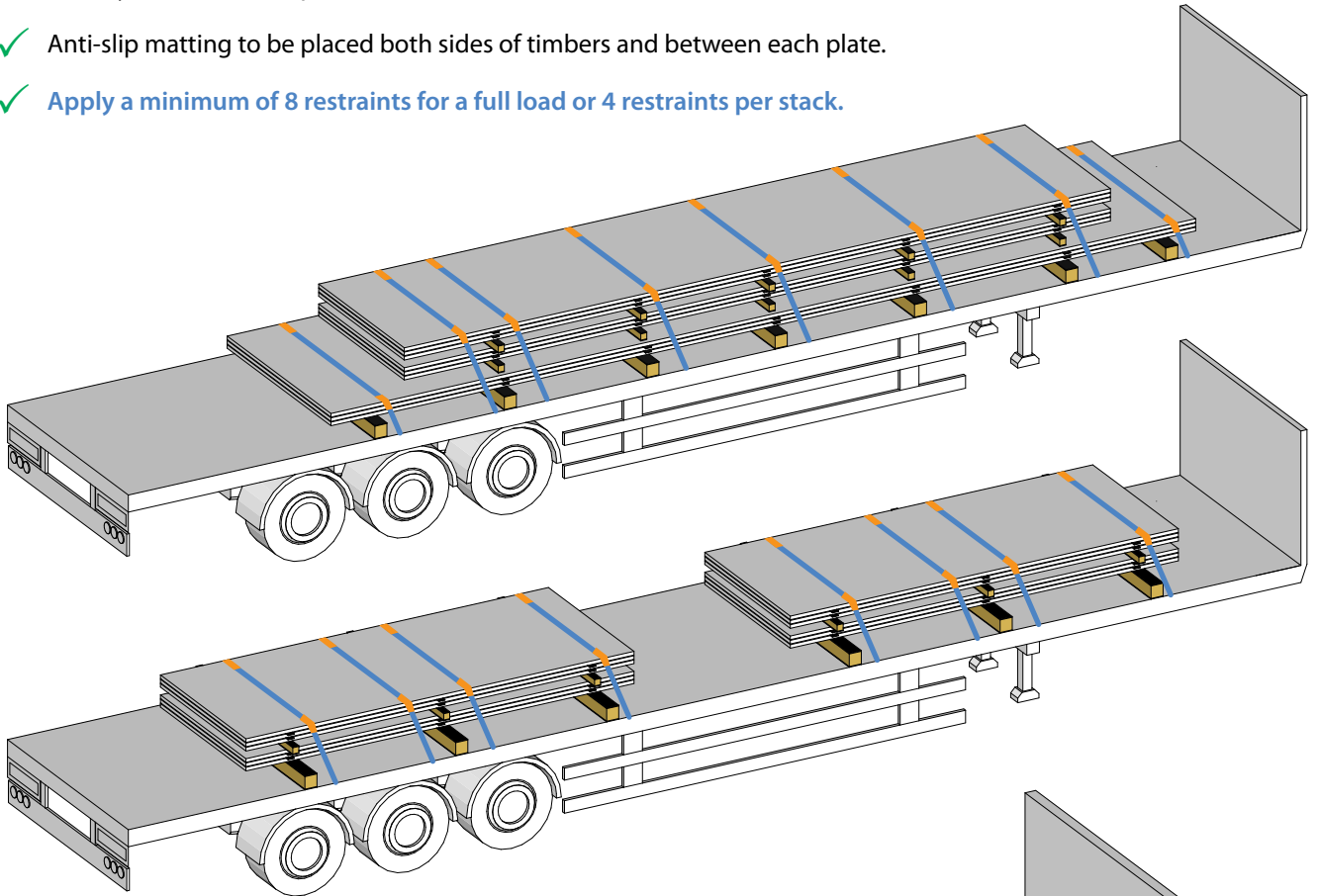
Edge protection omitted for clarity.

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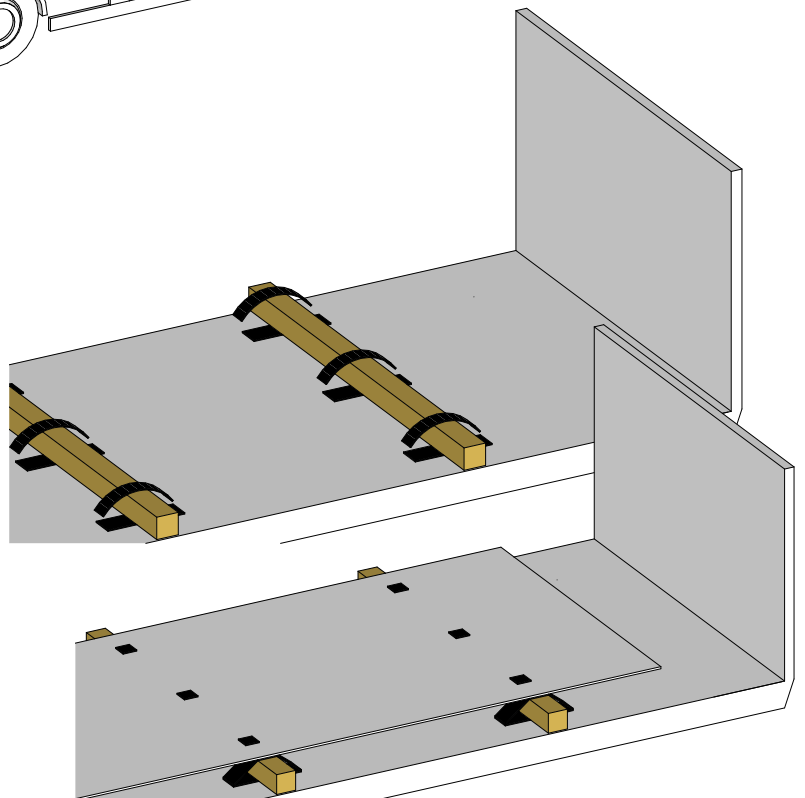
4.2 Making use of anti-slip matting

- ✓ Use dry timbers where possible.
- ✓ Anti-slip matting to be placed both sides of timbers and between each plate.
- ✓ Apply a minimum of 8 restraints for a full load or 4 restraints per stack.



Loading with anti-slip matting

1. Place 500 mm long strips of anti-slip matting lengthways on the trailer, where the base timbers will be positioned.
2. Position base timbers across the anti-slip matting.
3. Place 500 mm long strips of anti-slip matting lengthways over the base timbers.
4. Load first plate.
5. Place anti-slip matting at regular intervals along the length of the plates, typically aligned with the timbers.
6. Load next plate and repeat.



100 x 100 mm pieces of anti-slip matting suffice between the plates.

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