

OPERATIONS & MODERNISATION RISK MANAGEMENT

SAFE SYSTEM OF WORK

This SSOW provides sufficient INFORMATION and INSTRUCTION to allow managers to control safety risks identified during risk assessments. It is used by the work area manager to inform and instruct operators, at induction and refresher training events, how a task they are involved in or work equipment they are using can be completed / used safely. It should be recorded that this information and instruction has been given.

Task / Work Equipment Description	
Generic Task / Work Equipment (SSOW Title)	95 York Double Deck Box trailer - Pallet capable
Generic Assessment Number	Updated SAC1 / WECSA for carriage of 20 GKN (1200 x 1000 mm pallets, whose design SWL cannot exceed 1,500kgs)
Version No	8

WHAT RISKS ARE CONTROLLED BY THIS SAFE SYSTEM OF WORK (As identified in the task risk assessment or SAC1 show the risks and what controls them, for example, pedestrian/vehicle collisions controlled by the provision of a designated & protected walkway)		
Identified Risk	Risk Rating (ref. SMS2.1 Risk Matrix)	Control
Access & Egress	Adequately controlled	<ul style="list-style-type: none"> Detailed SSOW combined with OPL's for any residual moderate risks Information, Instruction, and local training Individual equipment training by driver coaches
Working at height	Adequately controlled	<ul style="list-style-type: none"> Detailed SSOW combined with OPL's for any residual moderate risks Information, Instructions & Training Individual equipment training by driver coaches
Loading/unloading	Adequately controlled	<ul style="list-style-type: none"> Detailed SSOW combined with OPL's for any residual moderate risks Information, Instructions & Training Container loading plans Individual equipment training by driver coaches York containers SSOW Hand Pallet truck / Electric Hand Pallet Truck SSOW Damage to load restraint strap when incorrectly stowed Damage to lifting deck if ride on MHE is used Signage - approved / prohibitions

		<p>indicated via in trailer decal</p> <ul style="list-style-type: none"> • Instability could occur if the loose load is not adequately built eg where radiators are carried on pallets, fill the remaining space.
Pallet loads	Adequately controlled	<ul style="list-style-type: none"> • The dimensions of the lifting deck form part of the GKN pallet load configuration (see load plan) • The weight of the load/s should be evenly distributed on the pallet, • Damage or instability of the load may result from pallet/s that are not evenly distributed • The surface friction between the pallet and the load is adequate and no additional restraint is required • If the payload on the pallet is at risk from becoming distorted over time, or 'creep deflection', the trailers load restraint must be used only to lightly secure/restrain the load, Do Not over tighten
Opening/Closing moving deck gates	Adequately controlled	<ul style="list-style-type: none"> • Detailed SSOW combined with OPL's for any residual moderate risks • Information, Instructions & Training • Individual equipment training by driver coaches
Opening/closing rear shutter	Adequately controlled	<ul style="list-style-type: none"> • Detailed SSOW combined with OPL's for any residual moderate risks • Information, Instructions & Training • Individual equipment training by driver coaches • SSOW Roller shutters & barn doors
Deck malfunction Red Lockout light	Adequately controlled	<ul style="list-style-type: none"> • Detailed SSOW combined with OPL's for any residual moderate risks • Information, Instructions and Training • PMT fault reporting procedure to be followed • Emergency pump down procedure for mail continuation displayed within trailer
Damaged or faulty equipment	Adequately controlled	<ul style="list-style-type: none"> • Detailed SSOW combined with OPL's for any residual moderate risks • Information, Instructions & Training • Business defect reporting policy PMT1
Exceeding the maximum gross weight	Adequately controlled	<ul style="list-style-type: none"> • Detailed SSOW combined with OPL's for any residual moderate risks • Information, Instructions & Training • Individual equipment training by driver coaches • Policy and procedure to mitigate risk of overloading (6x2 Mu only taxed for 44T)
Exceeding Trailer maximum height 16' 2"	Adequately controlled	<ul style="list-style-type: none"> • Individual equipment training by driver coaches • Policy and procedure to mitigate risk of exceeding maximum height (Height Master fitted to all vehicles) Bulkhead highlighted white/decals

INSTRUCTIONS

(How to do the task / use the work equipment safely - including the Don't and Do written instructions)

This SSOW consolidates the instruction given during training.

All users must receive the appropriate training by approved workplace coach or Advanced driver coach and must have read and understood the operating instructions and this SSOW prior to use.

Manager's responsibility

It is the manager's responsibility to ensure that:

- All users have received training prior to use and a training record is filed locally
- Only the approved MHE is used
- All routes on which the 95 DDTs are used have been risk assessed and assessed as suitable for use and the Collections Task Based Risk Assessment provides guidance.
- Each member of staff carries out the required daily condition checks before use
- A process is in place to report and manage defective 95 DDTs including removal from use until rectified.

Two methods of pallets use within this trailer are authorised (PFW loose item loading using Pallets & RM GKN Spec pallet (eg 1200mm x 1000 mm where their design SWL is 1500kg) use on the lowered moving deck only) and includes the following conditions

- Loading / Unloading only with Manual Hand pallet truck or Electric Hand pallet truck MHE to occur for pallets
- PFW use of pallets as a means of conveyance in which to load / unload loose parcels within the trailer (eg radiators with this load then being surrounded by loose parcels) is authorised
- 20 of, 1.8mtr high GKN specification pallets being carried on the lowered moving deck, where the payload on that deck does not exceed 12.250kg is authorised (see Appendix 5 load plan)

Users' responsibilities

All users are responsible for the following:

- Using correct lifting and handling methods when loading, unloading.
- When applying the securing straps to the load, ensure the strap ends are secured forward of the rear of the load so that the strap forms a U (basket) shape around the load, which provides maximum load restraint of the strap itself. Load restraint straps are NOT designed to be used straight across the rear of the load as this has the effect of reducing their rated capacity.
- The movement of the trailer deck must be carried out by trained operators with adequate supervision (Compliance with Safety - Local Hazards /Docking Procedures).
- The loading and unloading of the Double deck trailer must only be carried out by employees who have been trained to do so.
- **Only** Drivers that have been fully trained by RM Logistics Workplace or Advanced Driver coaches are permitted to drive these trailers.
- Ensure the deck is free of personnel, before operating.
- Informing the manager of any medical condition or individual capability which may affect their ability to safely use the 95DDT - inc pregnancy

Mandatory Operating Methods:

The only MHE to be used in this trailer consists of manual hand pallet trucks and electric hand pallet truck otherwise damage to the deck may occur. A suitable and safe area must be available for all works associated with this vehicle.

Report all defects in any of the equipment being used in the operation of the Trailer to your manager before commencing the task.

This trailer has been designed to carry York Containers, Loose Load Parcels (inc those loaded on pallets for PFW traffic) and also on the lowered moving deck, 20 x GKN specification pallets (up to 1.8 mtrs high) only and under no circumstances should it be used to convey RSCs, FSC's & mini York containers. When loading Yorks, large/oversize items must be placed on the lower deck at the rear and between the York wheels).

When loading 1.8mtr high fully built GKN pallets, these can only be loaded onto the moving deck, which shall remain in the lowered position, so that the trailer operates in its single deck configuration. The carriage of fully built pallets on the fixed floor or upon a raised moving deck is prohibited,

The moving deck design ensures the deck is self levelling so there is no longer a requirement to level the deck at the end of its travel in either direction.

It is not a requirement to have a motive unit coupled to operate this trailer, although constant raising and lowering of the deck will reduce the battery capacity. If the batteries should run flat, a tail lift socket is located at the front & rear of the trailer. The trailers power pack can be fed directly from the Motive Units tail lift cable or portable power pack where available. Do not leave the Anderson lead plugged in when the vehicles are in motion.

When travelling always ensure that the three pin Susie is plugged in, this will ensure that the lifting batteries are always fully charged. These circuits are fitted with circuit breakers which must be checked after fitting the Split Charge Susie. The two green LED indicators are illuminated when the circuits are connected. If the LED isn't illuminated the circuit breaker has tripped out and can be reset by pressing each one. If the unit is to be left coupled to the trailer during loading/unloading, the three pin Susie must be removed to avoid damage to the Motive Units electrical system.

The moving deck must always be in the correct position for travelling:

- Empty or partially loaded with loose parcels or Yorks, upper deck fully lowered to floor.
- If the moving deck is fully loaded and the bottom deck is partially loaded with Loose Load Parcels - deck lowered to 1 metre lower load height
- Fully loaded, moving deck fully raised, and correctly locked.
- Up to 20, GKN fully built Pallets being carried (eg rather than pallets being used to convey parcels into the vehicle such as for PFW use such as radiators etc) - only carried upon the lowered moving deck in the fully down position (so a single deck configuration is operated)

Please note that the additional York capacity of this trailer requires the combination to be up rated to 44 ton and will therefore need to be pulled by a 6x2 Motive unit taxed at 44 ton.

When used on a Parcelforce Loose Load, Single Deck York or Pallet runs (as described in the load plan section) this trailer can be pulled by a 4x2 Motive Unit but can only operate to a maximum combination weight of 38 ton.

For sites that have fuel islands with low clearance canopies the units must be Fuelled up 'unit only' and then coupled to the trailer afterwards (Compliance with Safety - Local Hazards).

Daily condition checks

All users are responsible for the following;

Before use

- Check for any defects.
- Carry out standard vehicle checks.
- Check that your site/destination is suitable for this trailer and has adequate overhead clearance (Compliance with Local Safety Hazards/Docking Procedures).

Visual Checks

- Lifting cables (4) visual inspection only- to be checked when the deck is lowered.
- Deck locks (4) these are operated hydraulically...
- Ram/pump areas - check for external oil leakage. You are not required to open equipment access doors/panels.
- Moving Deck general condition, gate operation and condition. The lower deck to be checked when the moving deck is in the raised position.
- Structural integrity (cracks) and damage of any kind.
- Load restraint, free from cuts and buckles in working order.
- Under no circumstances must the heavier duty RSC straps with the deeper hooks be used on the lower deck, only the correct shallow profile straps can be fitted as per attached OPL.
- All Securing Straps MUST Be stowed correctly and in a condition that does not increase the likelihood of a trip hazard or trapping hazard
- On no account must loads on the moving deck exceed the red load line (no higher than the frame of the York); high loads cannot be carried on this trailer.
- When Loose Loading - on no account must loads on the moving deck exceed the Yellow load line and again If using the lower load height position on the bottom deck.

Loading of Yorks

Users are responsible for loading the 95 DDT safely, correctly and in accordance with the methods demonstrated during training, in particular:

Loading of Loose Load Parcels

The loading of Loose Load Parcels (and pallets used to carry loose load items,, then surrounded by a loose load) is restricted to Parcelforce Operations only and covered in their own SSoW(s).

This trailer must not be loaded with mixed Yorks and Loose Load Items.

Load Plans

To achieve maximum load stability it is essential that the heaviest Yorks are placed on the bottom deck keeping the majority of weight as low as possible to counteract the weight of the Yorks on the moving deck. Where numbers allow ensure that the heavier Yorks are loaded along the centre of the trailer. The following load plan should be applied once the number of Yorks to be loaded has been established (see appendix 2):

The additional weight of this trailer reduces the payload to 22024kgs when pulled with a 6x2 unit and therefore a Gross Vehicle weight of 44000kgs. This equates to an average of 231kgs per York or 88 Yorks if all were loaded to maximum capacity of 250kgs.

If pulled with a 4x2 unit and therefore a GVW of 38000kgs this reduces the payload to 17230kgs which is more than sufficient for loose load Parcels, 46

Yorks on the lowered moving deck with all Yorks fully loaded to 250kgs which equates to 11500kgs or 20 GKN maximum average load of 612kgs which equates to 12240 Kgs.

- 0-46 Yorks - with the moving deck in its lowered position 46 Yorks can be loaded directly onto the moving deck, using the trailer as a single deck trailer.
- 47-95 Yorks - If there are more than 46 Yorks to be loaded, the excess above 46 Yorks needs to be established, so that the moving deck is loaded with the excess. The moving deck can carry up to 46 Yorks providing the lower deck is fully utilized. Operated to its capacity this Double Deck trailer will carry 95 Yorks.

Load Plan for Nested Yorks

The following load plan should be applied once the total number of empty Yorks to be loaded has been established (see appendix 3):

- 0-136 Yorks - with the moving deck in its lowered position 136 nested Yorks can be loaded directly onto the moving deck, using the trailer as a single deck trailer carrying 136 Yorks.
- 137-272 Yorks - If there are more than 137 Yorks to be loaded the excess above 137 Yorks needs to be established, so that the moving deck can be loaded with the excess nested Yorks prior to the loading of the lower deck. Assuming a full quota of nested Yorks are to be loaded, 136 nested Yorks can be loaded to the moving deck as in "1" above and the remaining 136 nested Yorks then loaded onto the lower deck. Operated to its capacity this Double Deck trailer will carry 272 nested Yorks.

Loading

- Follow operating instructions given in training, specifically:
- Local site SSoWs for all loading bay operations.
- Before the trailer has reached the loading bay door, the number plate should be removed if the unit is to be utilised elsewhere.
- Open the rear shutter, if at this point the moving deck is in its lowered position, release the rear deck flap locking pins by pushing up the release handle and carefully lower the yellow deck flap.
- Carefully reverse the vehicle centrally onto the dock.
- Operate dock the leveller, ensuring it has been adequately deployed onto the rear Deck flap.
- **Ensuring fingers are clear of the finger trap pinch points** open the rearmost gates by releasing both section locks on the left hand gate first and fold the two gate sections in half before opening into the load area against the moving deck sides and lock in the open position. Repeat this process for the right hand gate. Open the intermediate gates by releasing both section locks on the right hand gate and hinge them outwards against the deck sides and lock open in their fully open state, repeat this process for the left hand gate.
- Load the Yorks onto the moving deck using the load plan as detailed in appendix 2. Ensure that sufficient clearance is left between the York and the deck sides to allow for the application of the securing straps. Load one block of 10 Yorks to the bulkhead followed by 2 blocks of 13, strapping each block as you go. Any shortfalls in the blocks, supplement with empty Yorks.
Ensuring fingers are clear of the finger trap pinch points close the left hand intermediate gate and lock in the closed position using both panel locks. Repeat this process for the right hand gates.
- Load another block of 10 Yorks against the intermediate gates which now act as a secondary bulkhead and strap.

- The straps although captive to the deck are on a retention wire can be moved to the required position.
- **Ensuring fingers are clear of the finger trap pinch points** close the right hand rear gate and lock in the closed position using both panel locks. Repeat this process for the left hand gates.
- When the floor has been filled and the load secured, remove the dock leveller.
- Only when the load on the moving deck has been fully secured as above and ensuring all personnel are clear, should the moving deck be operated. It is a safety requirement to press two buttons to operate the deck. See appendix 1. Always ensure both hands are clear of the moving deck.
- Raise the moving deck until it stops automatically at the 1 metre lower load height position which coincides with the rear deck flap sitting just below the switch panel.
- Deploy the dock leveller, ensuring it has been adequately deployed onto the lower deck floor.
- Then raise the rear deck flap with both hands ensuring the locking pins are engaged. Continue raising the moving deck until the deck reaches its furthest travel.
- Before anyone enters the trailer a visual examination must be carried out to ensure the Yellow deck locks are deployed, these can be seen deploying as the control buttons are released. Any defects with the deck should be reported immediately and the trailer cordoned off to prevent personnel entering the trailer.
- Loading lights are fitted and operate on a 30 minute timer and should be used when low light levels exist. The lights will flash 2 mins prior to switching off.

Enter the trailer with caution to minimise the risk of a head strike, head clearance 6ft 2ins (1880mm).

- Load the Yorks onto the lower deck the same as the moving deck using the load plan as detailed in appendix 3. Ensure that sufficient clearance is left between the Yorks and the trailer sides to allow for the application of the securing straps. Load one block of 10 Yorks to the bulkhead followed by 3 blocks of 13, strapping each block as you go.
- When the trailer has been fully loaded and the load secured, remove the dock leveller.
- When closing the rear shutter, release the shutter retention device first by pulling the orange strap mounted on the nearside of the trailer. Ensure that the shutter door strap is secured to the handle to avoid it trailing on the ground.

Unloading

- Follow local site SSoWs for all loading bay operations.
- Before the trailer has reached the loading bay door, the number plate should be removed if the unit is to be utilised elsewhere.
- Open the rear shutter, if at this point the moving deck is in its lowered position, release the rear deck flap locking pins by pushing up the release handle and carefully lower the yellow deck flap.
- Carefully reverse the vehicle centrally onto the dock.
- Operate the dock leveller, ensuring it has been adequately deployed onto the lower deck floor,
- Remove each block of York's and stow the load restraint straps using the hooks provided under the moving deck, ensuring the buckles are returned to their closed position and pushed flat to the floor with your foot.
- When the lower deck is empty, ensure that the lower deck is free from personnel before operating the controls. Always ensure both hands are

clear of the moving deck.

- Lower the moving deck until it stops automatically at the 1 metre lower load height position which coincides with the rear deck flap sitting just below the switch panel.
- Release the rear deck flap locking pins by pushing up the release handle and carefully lower the flap. Remove the dock leveller. Continue lowering the moving deck until it reaches its lowest point.
- Deploy the dock leveller, ensuring it has been adequately deployed onto the moving deck floor.
- **Ensuring fingers are clear of the finger trap pinch points** open the rearmost gates by releasing both section locks on the left hand gate first and fold the two gate sections in half before opening into the load area against the moving deck sides and lock in the open position. Repeat this process for the right hand gate.
- Remove the first block of 10 Yorks ensuring the load restraint strap is stowed correctly and the buckles is returned to its closed position - this will alleviate any potential trip and trapping hazard.
- **Ensuring fingers are clear of the finger trap pinch points** Open the intermediate gates by releasing both section locks on the right hand gate and hinge them outwards against the deck sides and lock open in their fully open state, repeat this process for the left hand gate.
- Empty the moving deck, again ensuring that all load restraint straps are stowed correctly ensuring the buckles are returned to their closed position - this will alleviate any potential trip and trapping hazards.

Carrying 1.8mtr height limited GKN specification pallets (20 of) on the lowered moving deck (only) – Appendix 5

- Only Manual Hand pallet trucks or Electric Hand Pallet Trucks (MP20 or equivalent) MHE can be used
- A max moving deck payload of 12,250kg can be carried.
- Only GKN specification pallets up to a maximum of 1.8 mtrs tall shall be used.
- These loads are fragile in nature being typically shrink wrapped and as such load restraint must only be tightened to a rate before which deformation of the load occurs Exercise caution,
- Each block of 4 Pallets requires a single strap load restraint applying.
- Moving deck gates should be closed where it is possible to do so.
- Pallet loads must be adequately 'built up' with shrink wrap providing stability to each pallets load.
- Pallets should be loaded centrally, maximising the gap between the pallet and the outer edge of the moving deck - facilitating the maximum gap in which load restraint can be accessed / operated.
- The load plan for the lowered moving deck, with 20 pallets being carried is contained in Appendix 5

Haldex TEM Auto Park Valve

These trailers are fitted with a Safe Park valve which automatically applies the trailer park brake when the Red Air line is disconnected. The park valve can be released when the Red line is reconnected and the line pressure exceeds 5 bar. If both the unit and the trailer are low on air, the park brake valve won't release until this pressure is reached.



Shutter Retaining catch

The shutter is fitted with a safety retaining catch on the trailers left hand side to ensure that the shutter is locked in its fully open position. Once the shutter is released and has opened fully the retaining catch will automatically release.

To release - The retaining catch can be released by pulling the release strap that hangs down on the left side of the trailer wall. Once released, the shutter can be closed using the pull down strap also located on the left side of the trailer wall.



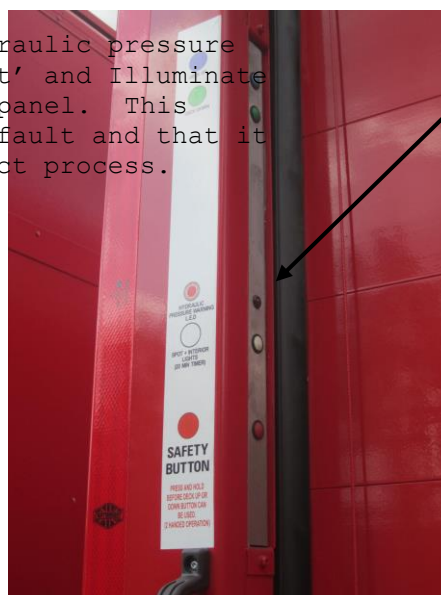
Split charge indicators/Circuit Breaker LEDs

This trailer is fitted with two Red LED indicators mounted on the front of the nose box, these indicate the split charge system. The trailer is fitted with a split charge system to confirm that the trailer charge circuits are connected from the motive unit. If the LEDs fail to illuminate, there is a risk that the onboard batteries won't be recharged and will need workshop attention via the PMT1 defect process. The green LED indicators above the split charge circuit breakers are illuminated when the circuits are working. They will go out if the circuit breaker has tripped.



Low Pressure warning lamp

In the unlikely event of a moving deck hydraulic pressure failure the system is designed to 'Lock out' and illuminate the red light mounted in the rear control panel. This indicates to the operator that there is a fault and that it needs workshop attention via the PMT1 defect process.



Low pressure warning lamp

Trailer Travelling Height Restrictions

Drivers need to be aware of the additional height of these trailers above our current 75 York Double Decks, these trailers run at 4.93metres or 16ft 2inches. To differentiate these trailers from other trailers the bulkhead panel has been painted white as an identifier.

As with any other trailers the in-cab height adjuster must be set to reflect the

combined overall height as displayed on the trailer bulkhead in line with our Technical Service Bulletin (TSB) 'Bridge Bash Policy'.

GENERAL INFORMATION

(Anything specific to the task / work equipment)

Loose Load Parcels

To minimise the risk of top heavy loading with Loose Load Parcels this trailer has been designed with a lower load height position where the deck can be lowered to 1 metre from the bottom deck to lower the trailers centre of gravity. The deck will stop at this position during either the up or down travel and can continue in either direction by applying the relevant buttons again.

Vulnerable groups

If a 95DDT is to be used by a young person, pregnant woman or person with a medical condition or capability restriction the manager must ensure that a risk assessment has been carried out.

Young Persons can carry out manual handling activities up to Action Category 2 provided they are physically able and have been assessed as competent to load a 95DDT

Faults and Maintenance

Faults should be reported to your local RM Fleet Service Centre using the PMT1 fault reporting form. These trailers are subject to planned maintenance with a frequency of 13 weeks between each inspection which will be scheduled and implemented by RM Fleet.

Disposal

The Manager must ensure any defective 95DDT is removed from service, identified as defective and placed in a designated area.

Local Hazards

All drivers should ensure they are aware of local safety rules and procedures as site controls may vary depending on the local risk control measures in place, identified through a risk assessment process.

IF IN DOUBT ASK YOUR MANAGER

COMPETENCY

(Beyond the training received from this SSOW or any associated OPL's list any other training that is required)

Training	Format (Course/Certificated/Qualification)

PERSONAL PROTECTIVE EQUIPMENT

(This PPE is to be provided & used, as specified, by people undertaking this task / using this work equipment)

Item	Ordering details	Comments
Hi Visibility jacket	Uniform provider	Management order

Steel Toe protective footwear	Uniform provider	Management order
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SAFETY SIGNAGE		
(The below Safety Signage is to be displayed, as specified, in the workplace where this SSOW applies)		
Item	Ordering details	Comments
None		

All of the above controls will, if implemented effectively, reduce the safety risks associated with this task or work equipment to an ACCEPTABLE level and as such be 'Adequately Controlled'.

SSOW AUTHORISATION			
	Name	Signed	Date
Author	Richard Low	<i>Richard Low</i>	2nd Feb 2018 update
This SSOW is authorised for deployment			
SHEM	Richard Wiggins	Richard P Wiggins	18 th April 2018 v7 to v8 update
On deployment in the Work Area a copy of the SSOW should be retained for reference			

SSOW LOCAL ARRANGEMENTS	
SSOW Title	
Region	
Unit (Where applicable to individual Unit)	

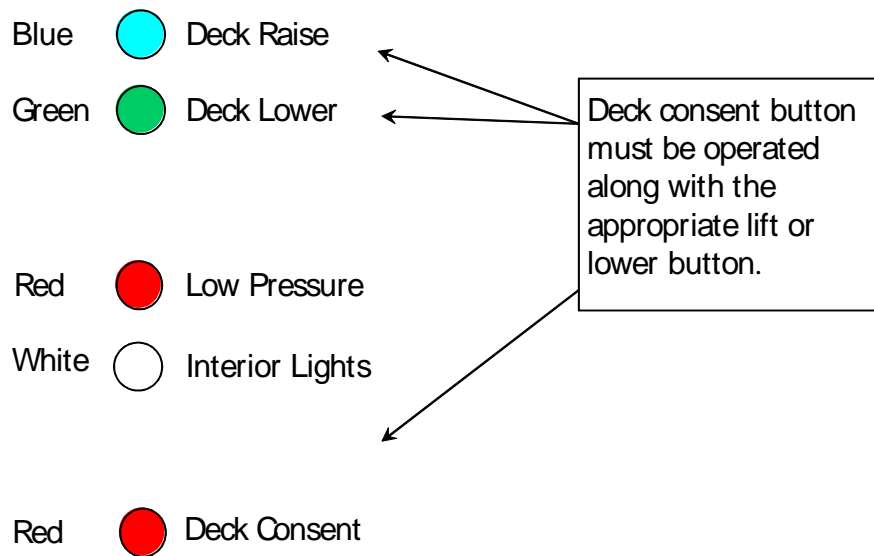
While the SSOW provides sufficient INFORMATION and INSTRUCTION to allow managers to control safety risks for a specific task or item of work equipment it is possible that local circumstances within a Unit could introduce additional risks. Where local risk assessment indicates this to be the case LOCAL ARRANGEMENTS should be prepared to remove or reduce the additional risk to an acceptable level. This additional INFORMATION and INSTRUCTION must be used within the Unit(s) affected to inform and instruct operators, at induction and refresher training events, how a task they are involved in can be completed safely or work equipment used safely. It should be appropriately recorded where this additional information and instruction has been given. **NOTE: Regional / Unit amendments to a SSOW cannot be less stringent than the national version.**

LOCALISATION


Locally Identified Risk	Risk Rating (ref. SMS2.1 Risk Matrix)	Control

REGIONAL / UNIT SIGN OFF	Signature	Date
Regional or Unit Author		
Regional Director Collection & Delivery or Regional Director Processing		
Regional Director Safety		

Appendix 1:



Load Plan For Cartwright Dual Use 95 York Carrier Upper Deck

10 Yorks				13 Yorks				13 Yorks				10 Yorks				FRONT	
REAR					10	7	4	13	10	7	4	13	10	7	4		
					9	6	3	12	9	6	3	12	9	6	3		
					8	5	2	1	11	8	5	2	1	11	8		5

13.6m Straight Frame Double Deck – Lower Deck - With Internal Rubbing Rails (Trailer Internal Dimensions: Width 2378mm x Length 13305mm) Moving Deck – Width 2265mm x Length 13067mm

•York Dimensions (LxWxH) 870mm x 670 mm x 1500 mm

Note: To achieve maximum load stability it is essential that the heaviest Yorks are placed on the bottom deck keeping the majority of weight as low as possible to counteract the weight of the Yorks on the moving deck. Where numbers

Load Plan For Cartwright Dual Use 95 York Carrier Lower Deck

13 Yorks					13 Yorks					13 Yorks					10 Yorks				FRONT
REAR	12	10	7	4	13	10	7	4	13	10	7	4	10	7	4				
	13	9	6	3	12	9	6	3	12	9	6	3	9	6	3				
	11	8	5	2	1	11	8	5	2	1	11	8	5	2	1	8	5	2	

13.6m Straight Frame Double Deck – Lower Deck - With Internal Rubbing Rails (Trailer Internal Dimensions: Width 2378mm x Length 13305mm) Moving Deck – Width 2265mm x Length 13067mm

•York Dimensions (LxWxH) 870mm x 670 mm x 1500 mm

Note: To achieve maximum load stability it is essential that the heaviest Yorks are placed on the bottom deck keeping the majority of weight as low as possible to counteract the weight of the Yorks on the moving deck. Where numbers

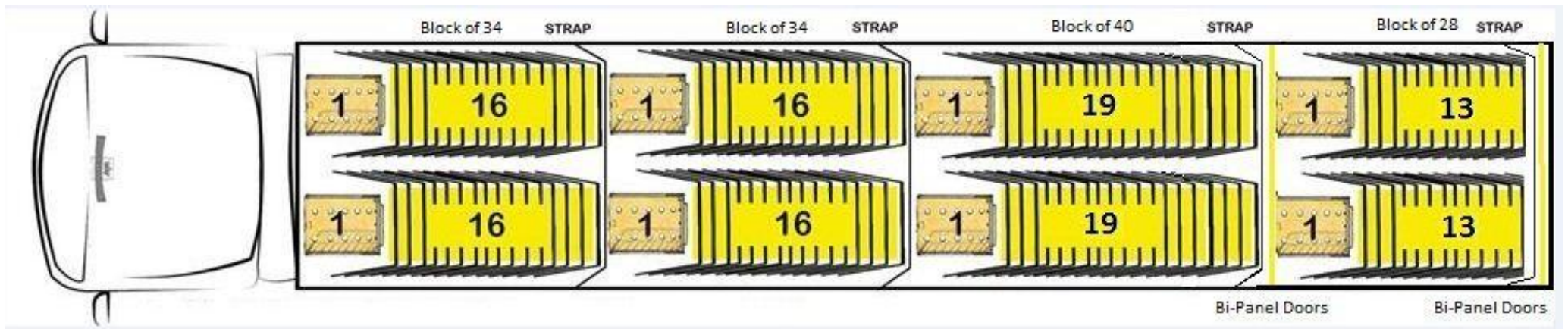
*Moving Deck Nested York containers 2 X
34, 1 x 40 & 1x 28 = 136*

2 assembled Yorks on the bulk head 16 nested either side
then strap.

2 assembled then 16 either side then strap

2 assembled then 19 either side then strap

2 assembled then 13 either side then strap



Lower Deck York containers 4 X 34 = 136

2 assembled Yorks on the bulk head 16 nested either side
then strap.

2 assembled then 16 either side then strap

2 assembled then 16 either side then strap

2 assembled then 16 either side then strap

Overall Carrying Capacity 272 Nested York Containers

Appendix 5

Plan View for Pallets on the moving deck of 95 DD
Capacity 20 GKN Pallets with a maximum deck capacity of 12250 Kgs
– an average of 612 Kgs per Pallet

