

Using life line systems for accessing the top of trucks

When building new life line systems, one should take into account the following:

- **System**

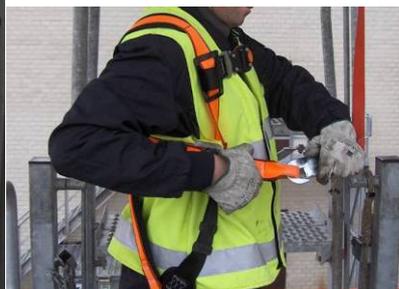
1. The best system consists of a **platform with canopy and with a fixed access stairs** to go to the top of the platform and a foldable access stairs to access the top of the truck. A lifeline with fall block runs along the full length of the trailer. The platform must be oriented in such way that the handrail of the truck can still be put in upward position.
 - + safest means to go to the top
 - can be a bottleneck if there is only one or two available



OK:



OK:





NOK: Handrail truck can not be put up because access step is resting on it



OK: Simple life line system: cable between two poles, handrail truck up

2. **Lifeline systems in front and behind each row of silo's.** At some sites, this system is built under the canopy's in front and behind the silo's.

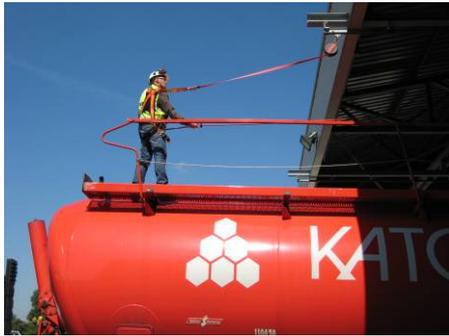
It must however be ensured that the guide rail covers the full length of the trailer. At some existing installations, this is not the case with the result that the end position of the fall block is not always above the driver but a few metres in front/ behind him whereby there is a sharp angle between the guide rail and the life line. The driver is then no longer protected as he will make a swing if he would fall....

- + Cheapest option and no bottleneck
- The driver must connect the harness with the life line from ground level. As the spring loaded lifeline may not remain under tension, a rope must be fitted to the life line in order to pull it down for use. If not properly installed, there is a risk that the life line is damaged by a truck.
- the driver has to use the ladder of the trailer or a mobile ladder to go on top.
- Risk of not being protected if not properly installed.

OK:



NOK:



- **Harness**

The safety harness must be supplied to the drivers by the haulier.
It must comply with EN 361

1. Harnesses need to be inspected regularly by the hauliers in accordance with the applicable legislation.
2. Drivers need to visually inspect their harness on defects and damage before each use.
3. Drivers need to receive training. This training must comprise
 1. How a harness must be put on and how it must be worn
 2. The risks of being suspended after a fall in an incorrectly applied harness
 3. The risks of suspension trauma

- **Suspension trauma**

The risks must be known: see attached doc



C:\Users\dvv69318\
Documents\DATA\Pol