Loading and unloading of slit coils, horizontal axes
Procedure

Document Information

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- Confidential
- Secret or Highly Restricted

Version History

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Reference Documents

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<tr>
<td>AMDS BP HSE P 05.0</td>
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Validation

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Annex

Mailing list
1 Objective and scope of implementation

This technical and/or organizational safety standard defines at AMDS the minimum rules for loading and unloading of slit coils with horizontal axes in danger of tipping over, on trailers with coil-dumpers, regarding the table below. All operational managers are responsible to make sure to be compliant with this procedure.

2 Definition

All red marked dimensions of slit coils and bundles defined in this table or bundles with single narrow slit coils (< 200 mm), are in danger to tip over. For these products please refer to the specific loading conditions in 3.1.9.

A “stability” warning (yellow/black) should mandatorily be fixed on all slit coils defined in the red zone area in the stability graph, be it with a sticker or with a tag (layout attached to this procedure).
3 Technical or organisational safety rules

To decrease the risks when loading or unloading and the concerned securing actions, the work procedure as below must be followed strictly.

3.1 Loading

3.1.1 During loading operations everybody around should be in a safe position, nobody on the truck. This position must be easily supervised by the loader and there must be clear line of sight between truck driver and other people around.

3.1.2 For the standing transport of slit coils, only trucks with coil well and stanchions are allowed, at least having a recommended height of stanchions of 1,5 m minimum above trailer floor. It is recommended, that the trailer is fitted with a liftable rear axis, in order to create a small inclination making sure that the slit coils will lean over against the stanchions.

3.1.3 Trucks, trailers, stanchions and loading lashes must be checked visually and be found in good conditions.(eg Pre use checklists)

3.1.4 Truck drivers are responsible for the loading plan (The customer offloading method must be taken into account in the loading plan); loaders are responsible for the loading sequence.

3.1.5 Preparation of the loading area by the truck driver:
- If necessary, cleaning of the loading area
- Laying anti slip mats or equivalent in the coil wells
- Unused coil wells must be filled with well boards
- positioning of stanchions
- preparing of loading chains and edge protectors
- It is a good practice to have anti slip mats in one piece as large as the ground surface of the slit coils to be loaded.

3.1.6 If existing, rear lifting axes of the trailer should be lifted, or if possible front of trailer to be lowered.

3.1.7 Before starting loading operations, all persons must leave the loading area on the truck/trailer!

3.1.8 Slit coils or slit coil packages must be loaded with form closure towards the stanchions (select the appropriate C-hook, fitting with the load, assuring that the C-hook lower leg is at least as long as the width of the coil).

3.1.9 For the above defined products (definition under 2.) the C-hook has to stay in the coil eye, to prevent the coil from tipping over (C-hook touches the upper side of the coil eye). Only then, persons are allowed again to step on the loading area on the
3.1.10 For the defined products (definition under 2.) immediately after putting the coils on the truck, the coils must be secured against tipping (lashes at 10 and 14 hours). On both sides one lashing strip is pulled through the coil eye and is fixed with one stanchion. If several slit coils or bundles as defined, are foreseen to be lashed together, the lashing should be done when the last one is loaded, having the C-hook still in. Slit coils with a width lower than 100 mm and bundles, composed with these slit coils, have to be lashed individually. Between start of the first loading operation and loading of the last coil or bundle, nobody is allowed to go up the truck/trailer. It is recommended to deliver slit coils with a width lower than 100 mm with a vertical axis.

3.1.11 Remove the C-hook slowly and carefully

3.1.12 Put the lower chains to protect coils from rolling left or right. All edges must be protected by appropriate edge protectors

3.1.13 It is a good practice to fix a chain around the top of the coil. When tensioning it, a wooden bar should be put in between chain and coil on front and rear end as a good practice, depending on the dimensions. The turnbuckles must be positioned outside the dangerous area. All edges must be protected by appropriate edge protectors. Put the upper chains as a V-rigging to front first and rear second. They must be positioned near by the coil eye. For overseas transport point 1.13 it is mandatory
3.1.14

Upper tensioning chain (head lashing)

Wooden bar

Edge protectors

Tensioning chains put V-rigging to front and rear

3.1.15 Attention!!! Only now, other load items can be loaded

3.1.16 When all standing slit coils are loaded and secured, the lifting axis is lowered again

3.1.17 If necessary, load and secure other items

3.1.18 After finishing the loading, a check of the securing of the load must be done at random. It is a good practice to document this control with pictures (showing as well identity of trailer and way of lashing/loading)

3.2 Unloading recommendations

3.2.1 Unloading process is not under the responsibility of AM and therefore only a recommendation

3.2.2 The unloading should be done in the exact reverse way. Before removing the two tensioning strips at 10 h and 14 h the C-hook has to be placed into the coil eye.

3.2.3 Only now, the last lashing devices may be removed.

Annex

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<td>2</td>
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Mailing list

AMDS Management Structure and Committee

Business Divisions
AMDS BD North
AMDS BD East
AMDS BD South
AMDS BD International
AMDS BD Wire

Business Division – North
AMDS France
AMDS Benelux
AMDS Germany
AMDS UK
AMDS Brazil

Business Division - East
AMDS Poland
AMDS CEE
AMDS Turkey

Business Division - South
AMDS Iberia
AMDS Italy
AMDS Maghreb
AMDS Scandinavia
AMC France

Business Division - International
AMDS Foundations
AMDS Oil & Gas
AMDS Distribution
AMI

Business Division - Wire
Wire France
Wire Bissen
Wire Stellcord WW

Business Line
Automotive
Distribution / Proxi. Business Europe
Steel Services Centres Europe
Construction
Downstream activities

Corporate Entities

Central Functions:
Strategy & Business Development
Finance / IT
Safety, Human Resources & Communication