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Highway Contract Safety

Reference #

PO-515

Document Category

Procedure

Related Policy

PO-515, *Highway Contract Safety*

Content

This document outlines Postal Service procedures regarding vehicle safety, yard safety, and dock operations.

Owner

Vice President, Logistics

Executive Leadership Team (ELT) Sponsor

Chief Logistics & Infrastructure Officer

Issue Date

October 2025

Summary of Major Changes

This document and its related policy supersede the July 2010 version of Handbook PO-515, *Highway Contractor Safety*.

Summary of Major Changes:

- Documented scope updated to apply only to drivers working under contracts, rather than Postal Service employees.
- Removed language that does not align with the updated document scope.
- Removed language regarding driver screenings to prevent redundancy with Management Instruction PO-530-2009-4, *Screening Highway Transportation Contractor Personnel*.
- Updated and expanded upon yard and dock rules to reflect current instructions and procedures.

Availability

This document is available for Postal Service employees at http://blue.usps.gov and for suppliers at usps.com.

Address questions about this document to the owner.

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1 Purpose

This document establishes procedures to guide administrative officials (AOs) and Postal Service Suppliers in supporting and maintaining safety on Postal Service premises and on contract service routes.

2 Scope

This document applies to all drivers operating vehicles under Postal Service transportation contracts.

3 Dock Rules

Supplier personnel must adhere to the procedures in this chapter when accessing and while on the dock.

3.1 Dock Maneuvering and Trailer Verification

Suppliers must follow the steps below when at the dock:

1. Confirm the dock/door assignment before parking or removing a trailer/vehicle.
2. Check that the trailer/vehicle number of the trailer/vehicle that they have been instructed to move is the actual trailer/vehicle at the dock/door assigned. If the trailer/vehicle number is not correct, contact the dispatcher.
3. If available, always get help when backing up to the dock/door. If no one is available, get out of the vehicle and look as much as necessary to make sure drivers are not going to hit anything or anyone.
4. Activate four-way flashers or hazard lights and honk the vehicle's city horn (not the air horn) when backing up and move slowly.
5. Set hand and parking brakes when the vehicle is parked.
6. Shut off the tractor/vehicle engine when parked.
7. Chock the wheels at dock/doors.
8. Surrender keys to the Postal Service before the loading or unloading process can begin.
9. If applicable, place support bars under both sides of 26- to 28-foot pups before disconnecting the tractor.
10. If applicable, place a tractor under 26- to 28-foot pups before removing the support bar or jack-stands. Do not go underneath a trailer, under any circumstance, while the trailer is supported only on jack-stands or is resting on its landing gear.
11. Report any hazard or unsafe condition or practice using PS Form 1767, *Report of Hazard, Unsafe Condition, or Practice* (refer to Exhibit 1). This form is available from a Postal Service supervisor.
12. Observe other safety regulations as directed by the AO.

Exhibit 1. PS Form 1767, *Report of Hazard, Unsafe Condition, or Practice*

UNITED STATES POSTAL SERVICE

Report of Hazard, Unsafe Condition or Practice

Hazard Control Number *(Assigned by Safety Officer)*

I. EMPLOYEE'S ACTION

Area (Specify Work Location)

Describe hazard, unsafe condition or practice. Recommended corrective action.

Employee	Print and Sign	Date and Tour

II. SUPERVISOR'S ACTION

Recommend or describe action taken to eliminate the hazard, unsafe condition or practice. *(If corrective action has been taken, indicate the date of abatement.)*

Supervisor	Print and Sign	Date

III. APPROVING OFFICIAL'S ACTION *(Check One and Complete)*

	The following corrective action was taken to eliminate the hazard, unsafe condition or practice *(Indicate date of abatement)*:
	A work order has been submitted to the manager, plant maintenance to effect the following change:
	There are no reasonable grounds to determine such a hazard exists. This decision is based upon:

Approving Official	Print and Sign	Date	Date Employee Notified

IV. MAINTENANCE ACTION *(Complete if Necessary)*

Maintenance Supervisor	Print and Sign	Date	Date Hazard Abated

PS Form **1767,** March 2017 PSN 7530-01-000-9422

WHITE – Local Safety Office *(After Abatement)*
YELLOW – Approving Official
PINK – Local Safety Official *(Initial Notice)*
BLUE – Employee

3.2 Pre-Loads

3.2.1 Dropping a Trailer

When dropping a trailer, the driver must follow the steps below:

1. Report to the dispatcher.
2. Ensure the assigned dock/door or platform space is vacant. If the space is not vacant, contact Postal Service personnel for further instruction.
3. If the facility has a dock/door light system, verify the green light is on before placing the trailer. If the lights are not functioning, contact Postal Service personnel.
4. Back vehicle to door or platform space, shut off engine, set brake, affix chock block(s), drop landing gear, and disengage tractor lines from trailer.
5. If the trailer is parked/staged, instruction will be provided from the yard control system via radio/phone, or via other established mode of communication.
6. Report to Postal Service personnel.
7. Unlock door.
8. Postal Service personnel cut and remove seal where applicable.
9. Uncouple from trailer following proper uncoupling procedures. Upon completion of decoupling tractor, pull away from trailer.

3.2.2 Picking up a Trailer

When picking up a trailer, drivers must follow the steps below:

1. Report to Postal Service dispatch personnel.
    a. If a pre-load is performed by Postal Service, platform personnel assume total responsibility and accountability for properly securing the load.
2. Postal Service personnel complete PS Form 5398-A, *Contract Route Vehicle Record*, and place the yellow copy in an envelope in the cargo compartment on all trips
    a. If the facility is a Surface Visibility (SV) site, follow the same procedures for scanning in accordance with SV guidelines.
3. Uncouple from trailer following proper uncoupling procedures. Upon completion of decoupling tractor, pull away from trailer. If the locking mechanism is not available, affix the lock to the trailer prior to departure.
4. Ensure that the load and vehicle doors are secured, and receive the white copy of PS Form 5398-A.
5. Engage tractor with trailer, then raise and secure landing gear.
6. Prior to removing chock block(s), verify the proper trailer is being pulled by checking the trailer number against PS Form 5398-A, and inspect the back of trailer to ensure trailer door is locked and sealed.
7. Remove chock block(s), turn on engine, release brake, and depart facility.

3.2.3 Loading and Unloading

When loading and unloading, drivers must follow the steps below:

1. Surrender keys to the Postal Service before the loading or unloading process can begin.
2. Check and set dock plates before entering a vehicle.
3. When using dock plates, secure them in position to keep them from slipping or sliding away.
4. If applicable, store dock plates in an anchored, upright position.
5. If passing through double doors, stay to the right, be alert, and obey signs.
6. Watch for low overheads.
7. Always be aware of moving vehicles and equipment on the dock.
8. Do not stack mail or equipment in such a manner that vision is restricted, or the load is not stable.
9. Observe other safety regulations as directed by the AO.

3.3 Dock Departure Rules

3.3.1 Swing Doors

When operating swing doors, drivers must follow the steps below:

1. Before exiting from a door, visually verify that no one is inside the trailer.
2. Make sure the Postal Service dock/door is closed.
3. Retrieve keys from the Postal Service.
4. Exit facility when dock personnel provide clearance for departure.
5. Remove chocks from trailer tires.
6. Check to ensure the green light is on (where applicable) before moving the trailer/vehicle.
7. Turn on engine and sound city horn (not the air horn) that they will be departing.
8. Wait a minimum of 45 seconds and very slowly start to pull out.
9. Pull forward far enough to close doors.
10. Set hand and parking brakes when the vehicle is parked.
11. Shut off the tractor/vehicle engine when parked.
12. Exit the tractor, close trailer doors, and apply lock.
13. Validate doors are secured properly.
14. Postal Service personnel will apply seal.

3.3.2 Roll Doors

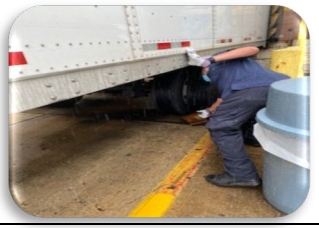
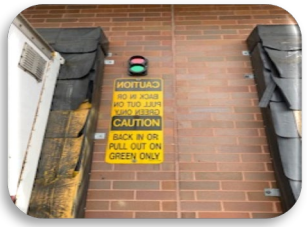
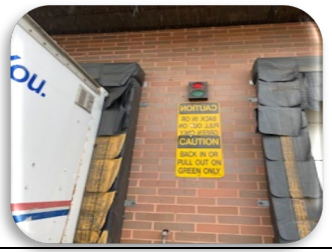
When operating roll doors, drivers must follow the steps below:

1. Before exiting from a door, visually verify that no one is inside the trailer.

2. Make sure the trailer door is closed, secured, and locked.
3. If needed, validate trailer is sealed.
4. Make sure the Postal Service dock/door is closed.
5. Retrieve keys from the Postal Service.
6. Confirm dock and trailer number with dock personnel.
7. Exit facility when dock personnel provide clearance for departure.
8. Remove chocks from trailer tires.
9. Double check to ensure the green light is on (where applicable) before moving the trailer/vehicle.
10. Turn on engine and sound city horn (not the air horn) that they will be departing.
11. Wait a minimum of 45 seconds and very slowly start to pull out.

3.3.3 Coupling/Decoupling Standard Work Instruction

Fifth Wheel Coupling and Uncoupling Procedures Fact Sheet

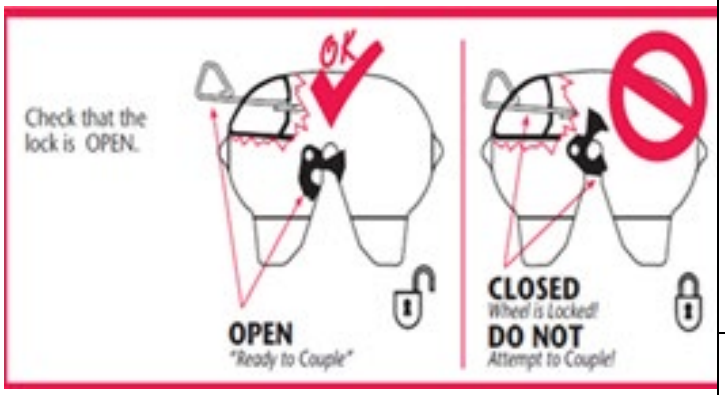
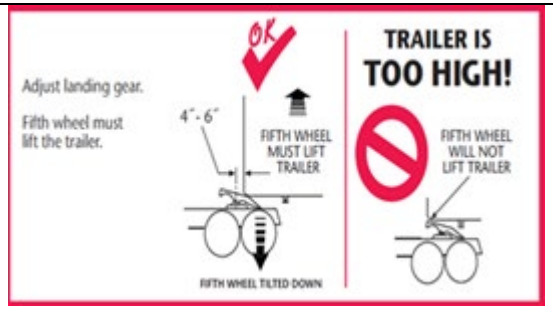
	Important Steps	Key Safety Points	Reasons for Key Points
	1. When loading/unloading of the trailer is completed, ensure truck door and overhead dock/door are closed before disengaging the dock lock.	Prevents premature departure. Ensures dock personnel are not in the trailer.	Prevents driver from mistakenly driving away while dock personnel are entering, leaving, or inside the trailer.
	2. Remove the chock.	Ensures driver is visually inspecting vehicle prior to departure. Stops driver from driving over chocks.	Ensures adherence to all dock safety protocols for roll/away, run/away prevention and premature dock separation.
	3. Prior to moving vehicle, check the light, making certain it is **GREEN.** Never move vehicle on **RED**.	Prevents premature departure. Ensures no dock personnel are in the trailer.	Ensures driver is aware to never back in or pull out unless on **GREEN**.
	4. If at any time neither light is working, call maintenance for assistance and identify door as out-of-service.	No visual safety cue for driver and dock personnel.	Ensures driver does not use non-functioning dock/door and that dock personnel do not enter vehicle or trailer. Any damaged mechanical equipment will be removed from service immediately.

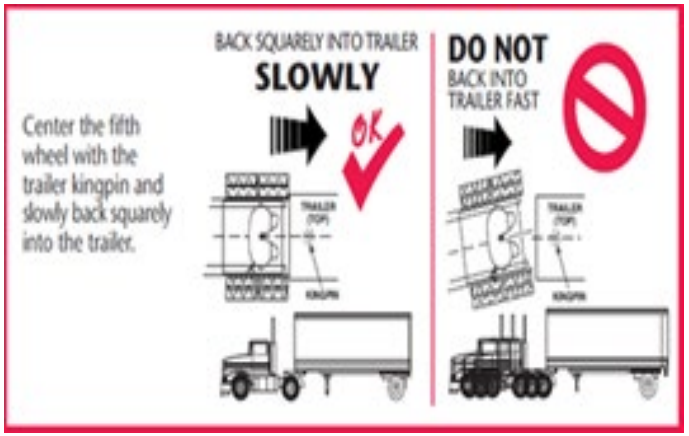
3.3.4 Coupling Tractor and Semi-Trailer Position Rig Process Steps

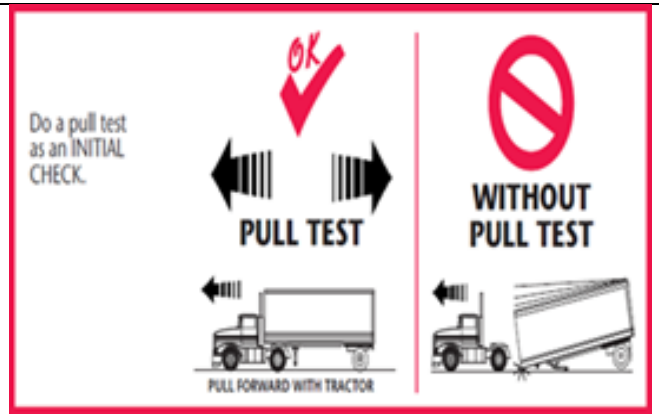


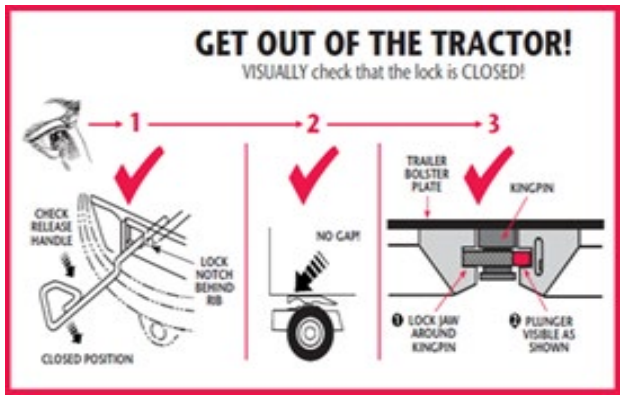
1. Inspect fifth wheel.
2. Inspect the area and chock the wheels.
3. Position the tractor.
4. Secure the tractor.
5. Check the trailer height.
6. Connect the air lines to the trailer.
7. Supply air to the trailer.
8. Lock the trailer brakes.
9. Check connection for security.
10. Secure vehicle.
11. Inspect coupling.
12. Connect the electrical cord and hydraulic lines and fasten the safety catch.
13. Raise front landing gear.
14. Remove and store trailer wheel chocks if they were used.

3.3.5 Coupling Tractor and Semi-Trailer Position Rig Standard Work Instruction

	Important Steps	Key Points	Reasons for Key Points
	1. Inspect fifth wheel.	Be sure the fifth-wheel plate is greased as defined in the Vehicle Maintenance document. If the fifth-wheel plate is not kept greased, there may be steering problems caused by the friction between the tractor and trailer. Check if the fifth wheel is in proper position for coupling. The wheel must be tilted downwards toward rear of tractor, the jaws are open, and the safety unlocking handle is in the automatic lock position. Make sure the trailer king pin is not bent or broken.	Proper maintenance will ensure that the fifth wheel will not detach and cause trailer to unhook.
	2. Inspect the area and chock the wheels.	Make sure the area surrounding the vehicle is clear. Ensure that the trailer wheels are chocked, or spring brakes are on, and that any cargo is secure before coupling.	All trailers are required to be chocked when parked on postal property.
	3. Position the tractor.	Put the tractor directly in front of the trailer (not at an angle). Check your position using outside mirrors by looking down both sides of the trailer. Back slowly until the fifth wheel just touches the trailer. Do not hit the trailer.	Can cause a high and not properly engage with fifth wheel.

	Important Steps	Key Points	Reasons for Key Points
	4. Secure the tractor.	Engage the parking brake and shift the transmission to neutral.	Keeps tractor from rolling away. Ensure brake is engaged!
	5. Check the trailer height.	Check that the king pin and the fifth wheel are aligned. Raise or lower trailer height. The trailer will rise slightly when the tractor is backed under the trailer.	Could damage fifth wheel or king pin if too high or too low.
	6. Connect the air lines to the trailer.	Check glad hands and seals. Connect emergency air line and service air line from tractor to trailer. Ensure the air lines will not be crushed or caught while tractor is backing under trailer.	Improper air could cause brake failure.
	7. Supply air to the trailer.	From the cab, use air supply valve to supply air to the trailer brake system. Wait until the air pressure is normal. Check brake system for crossed air lines. Shut off engine so you can hear the brakes. Test by applying and releasing the trailer brakes. You should hear the brakes move when the brake pedal is pushed and hear the air escape when the brakes are released. Check air brake system pressure gauge for signs of major air loss. Start engine. Make sure air pressure is normal.	Low air pressure could cause, or improperly connected brakes will cause, failure.

	Important Steps	Key Points	Reasons for Key Points
	8. Lock the trailer brakes.	Use the lowest reverse gear to back under the trailer. Reverse tractor slowly under trailer to avoid hitting the king pin too hard. Stop when the king pin is locked into the fifth wheel.	To keep trailer from moving. To prevent damage to fifth wheel and king pin.
	9. Check connection for security.	Raise trailer landing gear slightly off the ground. Pull tractor gently forward with the trailer brakes on. Check if trailer is locked onto the tractor.	Will ensure proper connection.
	10. Secure vehicle.	Shift transmission into neutral position. Engage parking brake. Shut off engine. Take the key with you while the engine is off.	To prevent roll away/runaway. Prevent theft.
	11. Inspect coupling.	Ensure there is no space between the upper and lower fifth wheel. Verify that the fifth-wheel jaws have closed around the shank of the king pin. Check that the locking lever is in the "LOCK" position. Check that the safety catch is in position over the locking lever.	Will ensure trailer is securely connected to tractor and will not disconnect during transit.

	Important Steps	Key Points	Reasons for Key Points
	12. Connect the electrical cord and the hydraulic lines and fasten the safety catch.	Plug the electrical cord into the trailer and fasten the safety catch. If the trailer is equipped with an electrical remote, hydraulic valve, or other optional electrical power requirement, then the center pole of the truck plug must be hot. Check the air, hydraulic, and electrical lines for signs of damage. Make sure the air, hydraulic, and electrical lines will not hit any moving parts of the vehicle.	To prevent potential catastrophic failure to electrical system.
	13. Raise landing gear.	Raise landing gear to full height. Secure the legs for transport. If the crank handle is equipped with latch, validate that it is secure. Check for enough clearance between the rear of the tractor frame and the landing gear, so that when the tractor turns sharply, it will not hit. Check to see if there is enough clearance between the top of the tractor tires and the nose of the trailer.	Landing gear must be lifted to prevent from hitting anything in road. Prevent damage to mud flaps and tractor. Prevent blowout to tires if they are rubbing against trailer.
	14. Remove and store trailer wheel chocks if they were used.	Some sites provide these. Some suppliers provide their own.	Need to be removed in order to prevent tire damage when moving trailer away from dock.

3.3.6 Uncoupling Tractor and Semi-Trailer Position Rig Process Steps

When uncoupling tractor and semi-trailer position rig, drivers must follow the steps below:

1. Ensure that the tractor is aligned with the trailer.
2. Ease pressure on locking jaws.
3. Chock trailer wheels.
4. Lower the landing gear.
5. Disconnect the air, hydraulic, and electrical lines.
6. Unlock the fifth wheel.
7. Pull tractor partially clear of trailer.
8. Secure tractor by applying the parking brake and shifting the transmission into the neutral position.
9. Inspect the trailer support. Ensure that the ground is supporting trailer and landing gear is not damaged.
10. Pull tractor clear of trailer.

4 Safe Driving Techniques

4.1 In Case of an Accident

A Department of Transportation (DOT)-recordable accident is one involving a commercial motor vehicle that results in either a fatality, personal injury to any person that requires immediate medical attention away from the scene of the accident or disabling damage to any vehicle that requires it to be towed from the scene. Suppliers must report DOT-recordable accidents to the AO and Transportation Strategy (as designated in the terms and conditions of their contracts) within 24 hours.

The driver must remain at the scene and may not leave any mail unattended.

4.2 Potential Dangers

Suppliers are responsible for identifying and taking the following corrective actions in potentially hazardous places, conditions or situations:

a. Allow a safe distance between supplier and the vehicle in front. For good driving conditions, a 4-second gap for every 10 miles per hour is recommended for large trucks. For other conditions, extend this gap accordingly. Be aware of vehicles that may be tailgating. Avoid sudden stops.

b. Pass only in properly marked areas and carefully monitor all traffic before passing.

c. Do not insist on the right-of-way. Yield to passing vehicles either by slowing down or moving to the right if possible.

d. Rarely change lanes and use extreme caution when changing lanes. Signal well in advance (100 feet minimum).

e. Use hazard-signal flashers whenever the vehicle is stopped on the traveled portion of a highway or the shoulder of a highway for any cause other than necessary traffic stops. Also use hazard-signal flashers when traveling at speeds that are significantly lower than the posted speed limit.

f. Brake well in advance of the anticipated stopping point. Avoid sudden stops.

g. Set parking and emergency brakes. If the vehicle is parked on an incline, curb the wheels.

h. Pay attention at railroad crossings. Come to a complete stop and check before proceeding across an ungated railroad crossing.

i. Slow down and be prepared to stop when driving into and through a construction zone. Traffic and signage are not routine, and an unexpected action could require the supplier's immediate response.

5 Contract Delivery Service Route Safety

5.1 Replenishing the Mail Supply

When the mail supply has to be replenished, suppliers must pull safely off the road, dismount, and transfer the mail from storage into the back of the truck.

5.2 Children

When approaching and servicing a mailbox, suppliers must insist that children stand well behind it and insist they wait until after the supplier has left before removing the mail from the mailbox. Before moving, thoroughly survey the area around the vehicle, and make sure that children as well as pets and other potential hazards are at a safe distance.

5.3 Backing Up

Avoid backing up. If backing up is necessary, check carefully and, when possible, get help.

5.4 Road and Weather Conditions

Be aware of road and weather conditions at all times. For example, watch for frozen surface conditions and blowing snow.

5.5 Overgrown Bushes

Notify the postmaster or another Postal Service official of the location of overgrown bushes that cause blind spots or other hazards.

5.6 Signals

Always give proper signals when slowing for a mailbox and when pulling back onto the roadway.

5.7 Hazard-Signal Flashers

Use hazard-signal flashers when traveling at a slower rate of speed than normal traffic, when using the road shoulder, and when visibility is limited.

5.8 Rules of the Road

Obey all traffic signs and posted speed limits. Practice defensive driving and try to anticipate the actions of other drivers.

5.9 Vehicle Requirements and Specifications

Suppliers will refer to the SOW that is part of their contract for vehicle requirements and specifications.

6 Lifting and Unloading Procedures

6.1 Lifting

6.1.1 Preparation

Proper lifting is crucial to preventing onsite injuries. Personnel who lift and carry objects can avoid injuries by taking the following precautions:

a. Before lifting, survey the area around the object and the route to be traveled.

b. Make sure there is no obstruction or spillage that could cause you to trip or slip.

c. Size up the load, and do not attempt to lift overly heavy or cumbersome objects without help.

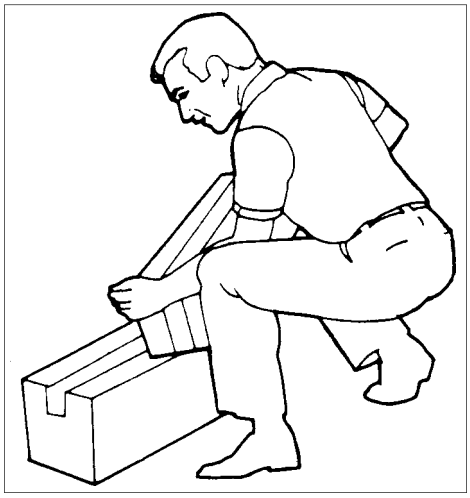
6.1.2 Procedures for Lifting

6.1.2.1 Lifting Parcels

When lifting parcels, observe the following safety tips:

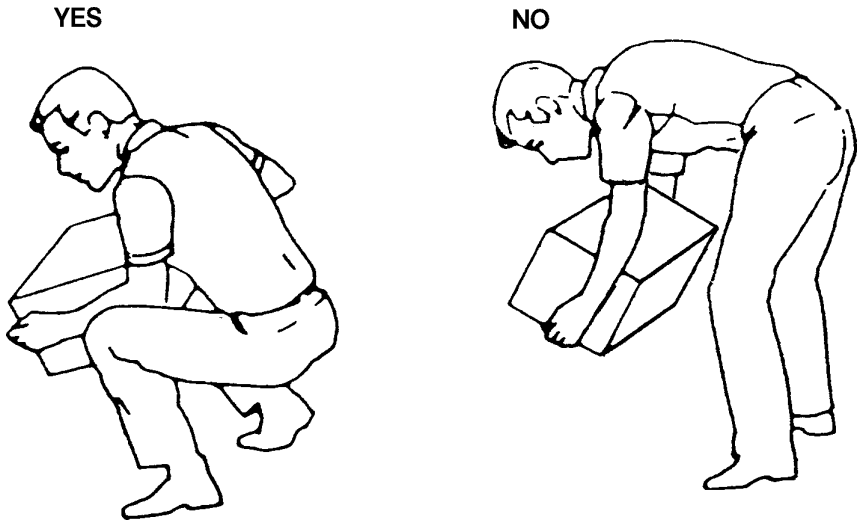
a. Straddle the load. To improve stability, comfortably spread your feet (normally shoulder width apart), putting one foot by the front of the parcel (the side facing you) and one foot to the left or right of the parcel (refer to Exhibit 2).

Exhibit 2. ***Lifting a Parcel***



b. Keep your back straight. Use a squatting position (refer to Exhibit 3). Remember that "straight" does not mean "vertical." A straight back keeps the spine, back muscles, and organs in correct alignment.

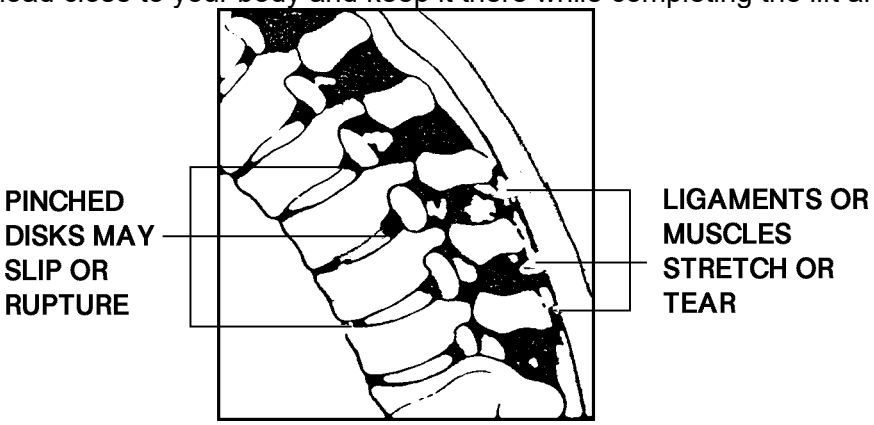
Exhibit 3. ***Proper and Improper Lifting***



c. To prevent injuries, use proper lifting procedures. The discs between the spinal vertebrae are pinched when bending (refer to Exhibit 4). These discs may slip or rupture during improper lifting, causing severe pain or disability. Muscles or ligaments also may stretch or tear during improper lifting. Improper lifting procedures can also compress the stomach, which can cause a hernia.

Exhibit 4. ***Pinched Vertebrae***

d. Draw the load close to your body and keep it there while completing the lift and when



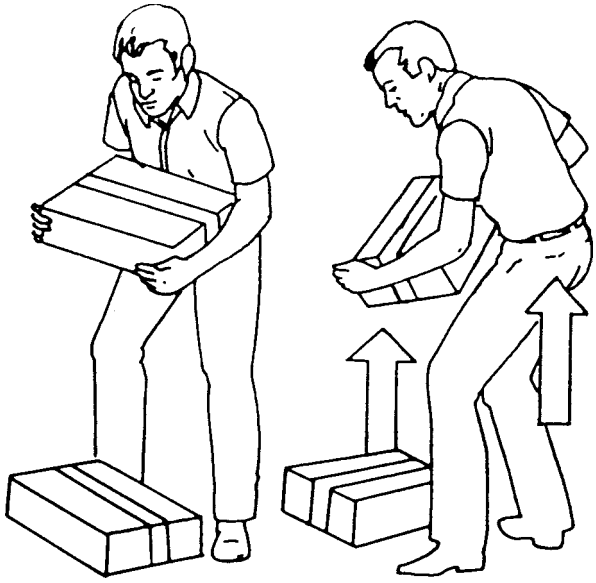
carrying the load. Tuck arms and elbows into your sides. When arms are held away from the body, they lose much of their strength, placing more stress on back muscles. Keeping your arms tucked in helps keep body weight centered.

e. Grasp the parcel near the top of the farthest corner, wrapping your palm around the edge. Hold the opposite bottom in the palm of your other hand. Use the full palm because fingers alone have little strength.

f. Keep your head upright when lifting and permit it to move freely. This helps maintain balance because the center of gravity changes with load acquisition.

g. Position your body so that its weight is centered over the feet. This provides a more powerful line of thrust and ensures better balance. Start the lift with a thrust of the rear foot. Begin to lift straight up, smoothly and without stopping, by pushing your legs and keeping your back straight, as shown in Exhibit 5.

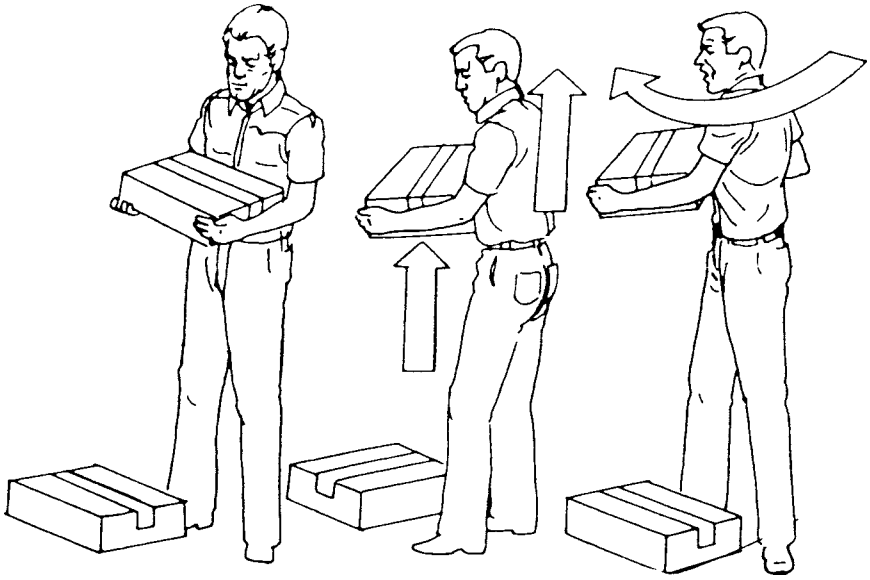
Exhibit 5. ***Beginning a Lift***



h. Complete the lift to a standing position. Be sure your hold on the parcel is secure before moving. When you have to pivot or turn, use your feet. Do not twist the body trunk, as shown in Exhibit 6.

Exhibit 6. ***Completing a Lift***

i. When raising a parcel above shoulder height, follow the procedures just described to



waist height. Then rest the edge of the parcel on a ledge, a stand, or your hip. Shift your hand position, so the parcel can be boosted after your knees are bent. Straighten your knees as you lift the parcel to your shoulder.

6.1.2.2 Lifting Sacks

When lifting sacks, use the same general lifting procedures used for lifting parcels. Also observe the following precautions:

a. The position of the hands varies somewhat; grasp opposite diagonal corners as shown in Exhibit 7.

b. If the sack is to be carried any distance, rest it against your hip and stomach once it is waist high. Shift your hand position so the sack can be boosted after your knees are bent. Lift the sack to one shoulder, stoop lightly, with your hand on your hip, and rest the sack partly on your shoulder, arm, and back. Hold the sack at the front corner.

c. When putting the sack down, swing it against your hip and stomach. If placing it on the floor or ground, bend your legs and lower the sack, keeping your back straight.

Exhibit 7. *Lifting a Sack*



6.1.2.3 Bed-Loaded Sacks

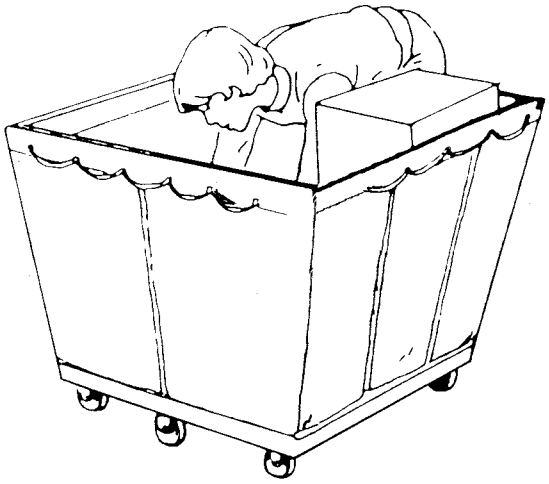
Secure bed-loaded sacks with load restraints to prevent loads from shifting during transit and wedging against doors.

6.2 Procedures for Unloading Hampers

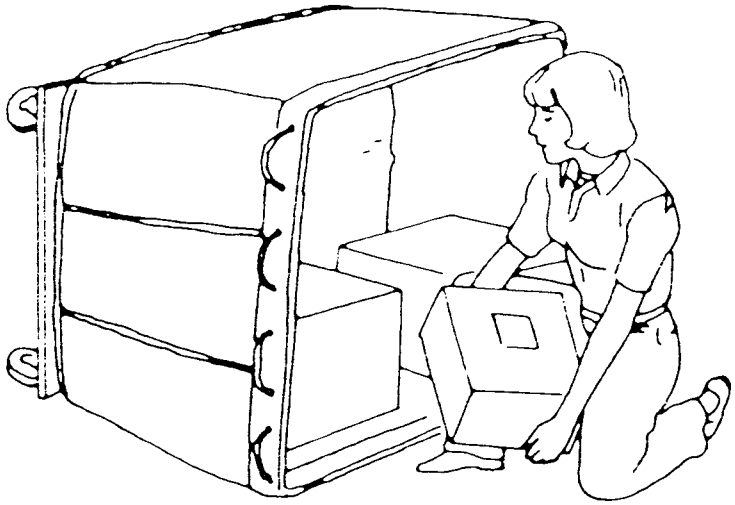
Avoid bending at the waist when loading or unloading hampers. Some hampers are equipped with bungee-cord systems to raise or lower the load. Use hamper dumpers, lifts, or other such equipment when available. When manual unloading is necessary, unload the hampers until they are half emptied, and then tip the hampers over to unload the remainder (refer to Exhibit 8). Do not place heavy objects in hampers because employees cannot lift them without placing excessive strain on the back.

Exhibit 8. ***Proper and Improper Unloading***

NO



YES



6.3 Procedures for Loading and Unloading Containers and Vehicles

6.3.1 General

Loading and unloading containers and vehicles are other critical elements of safety. Improper loading and unloading techniques can result in accidents and costly expenses. Suppliers and supplier personnel must abide by the loading and unloading guidelines in Section 6.1.2.

6.3.2 Containers

The Postal Service makes extensive use of containerization. Suppliers who handle containers on a dock or transport them should use common sense and must abide by the following guidelines:

a. Push, do not pull, containers.

b. If moving containers manually, move only one at a time.

c. If a container is particularly heavy, get help.

d. Be sure it's possible to see to the front and sides of a container while moving it

e. Always set the brake on a container when leaving it unattended.

f. Do not park vehicle on an incline when loading or unloading over the road (OTR) containers.

g. Do not load any container higher than the top of the container.

h. Keep feet clear of the container's wheels.

i. Secure rolling stock containers so they do not move when the vehicle is in transit. This includes setting the brake and pin on every container that has them, and securing rolling containers including hampers with two shoring straps every 10 feet in accordance with Label 62 (refer to Exhibit 9). Also, secure stacks of bed-loaded items such as tubs, trays, sacks, and outsides with a proper number of shoring bars or straps to keep them from sliding.

j. Load pallets with long edge parallel to the edge of the back wall of the trailer. Secure the load with shoring straps.

k. Close and lock trailer/vehicle doors. On swing-out doors, be sure all locking pins are properly engaged.

Exhibit 9. ***Label 62***

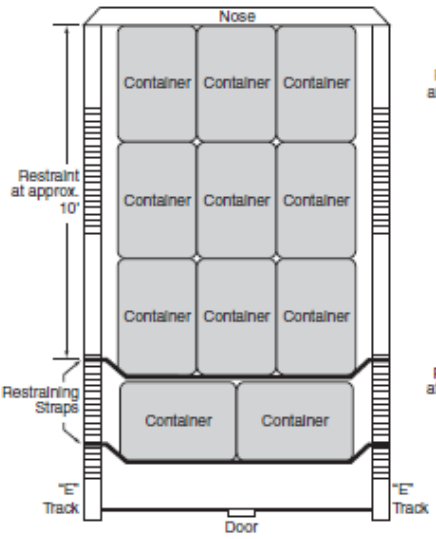
UNITED STATES POSTAL SERVICE

Positioning Restraining Straps in "E" Tracks For Typical Load Configuration

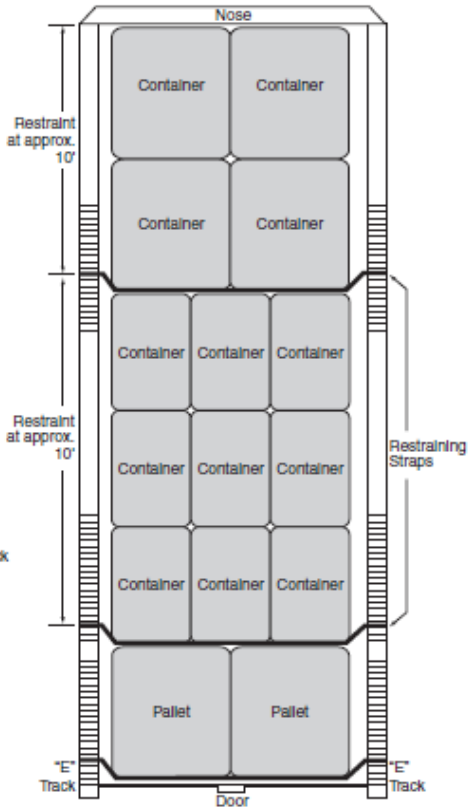
To Position the Straps:

Each end of the restraining strap must be connected into the "E" track at least 1 foot back of the edge of the container(s) being restrained. Properly position 2 restraining straps (1 for each set of "E" tracks) approximately every 10 feet to prevent fore, aft, and sideways movement of the load. Each load must have 2 restraints (1 for each set of "E" tracks) positioned at the end of the load.

Container Restraint Of Solid Load

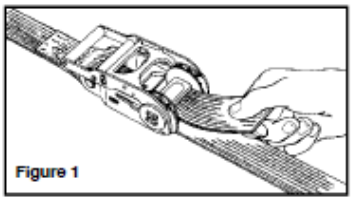


Container Restraint Of Mixed Load



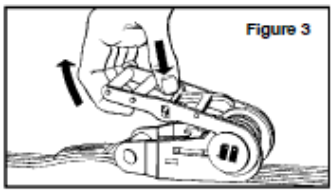
To Secure the Load:

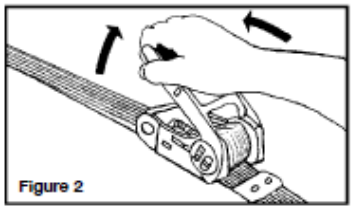
Drape the assembly across the face of the load. **DO NOT** attempt to operate ratchet at this time. Hold the buckle at about the same level as the attached end fittings **AND** pull slack webbing through the buckle (Figure 1) until the straps and buckle are **SNUG** against the load. You can now operate the ratchet mechanism because there is **NO EXCESS SLACK** that could, if you wound up on the reel, cause jamming. Operate buckle handle back and forth to take up remaining slack and to set tension (Figure 2).


Figure 1

Continue ratcheting until enough tension is applied to hold the load securely. **DO NOT OVER-TIGHTEN** the shoring strap assembly. Too much tension may result in injury to you or damage to the shoring straps or "E" track hardware.

NEVER USE TOOLS TO OPERATE THE BUCKLE HANDLE.

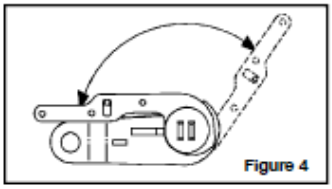

Figure 3


Figure 2

To Release the Buckle:

Depress the release bar with the thumb (Figure 3) and swing handle as far as it will go from the buckle body (Figure 4). With the handle in this position, the spool will turn freely and unwind the webbing.

NO TOOLS ARE NECESSARY.


Figure 4

Label 62, July 2004
PSN 7690-02-000-7909

7 Related Documents

- PO-515, *Highway Contract Safety* policy
- PO-530-2009-4, *Screening Highway Transportation Contractor Personnel*