

**ATTENTION: Log Haul Director/Coordinator, Drivers, Contractors**

**SUBJECT: Transporting Empty Tandem Jeep and Semi-Trailer (Hayrack)**

**ISSUE: There is currently a practice of transporting an empty jeep by lifting it onto the tractor and then towing the semi-trailer. (Figure 1)**



**Figure 1**

The illustration in Figure 2 shows that during transport the ring became detached from the hook resulting in the jeep shifting position on the tractor because the securement method or device failed. (Figure 3)



**Figure 2**

The tires on the left side of the jeep are now in contact with the ground while the tires on the right side are lifted. (Figure 3)



**Figure 3**

Another unacceptable method of attaching the jeep is shown in Figure 4. There is nothing holding the rings on the posts so during transport the rings may slip off the posts resulting in the same occurrence as shown in Figure 3.



To avoid this, the jeep must be secured in a manner so the jeep can not shift or dislodge during transport. This may require a secondary means of securement.

All securement devices and methods used must meet the requirements of NSC Schedule 10 Cargo Securement including Division 2 – General Performance Criteria Section 4 Cargo securement systems and Section 5. Performance criteria:

### **Cargo securement systems**

- 4(1) Cargo securement systems, and each component of a system, used to contain, immobilize or secure cargo on or within the vehicle shall be strong enough to withstand the forces described in section 5(1).
- (2) The components of the cargo securement system of a vehicle.
  - (a) shall be in proper working order,
  - (b) shall be fit for the purpose for which they are used,
  - (c) shall have no knots, damaged or weakened components that will adversely affect their performance for cargo securement purposes, and
  - (d) shall not have any cracks or cuts.
- (3) A securing device or integral locking device used to secure cargo to a vehicle shall itself be secured in a manner that prevents it from becoming unfastened while the vehicle is on a highway.

### **Performance criteria**

- 5(1) The cargo securement system shall be capable of withstanding the forces that result if the vehicle is subjected to each of the following accelerations:
  - (a) 0.8 g deceleration in a forward direction;
  - (b) 0.5 g deceleration in a rearward direction;
  - (c) 0.5 g acceleration in either sideways direction.
- (2) The cargo securement system shall provide a downward force equal to at least 20 % of the weight of an article of cargo if the article is not fully contained within the structure of the vehicle.
- (3) The load on a component of a cargo securement system that reacts to a force referred to in subsection (1) or (2), shall not exceed the working load limit of the component.

### **If you require additional information contact:**

**Mella O'Neill**  
**Forest Products Transportation Specialist**  
**Transport Engineering**  
**Red Deer**

**Office        403 340-4957     In Alberta call toll free 310-0000**  
**Cell         403 872-2997**  
**e-mail       mella.oneill@gov.ab.ca**