

SAFE SYSTEM OF WORK TO CLEAR BLOCKAGES ON NC 300 SERIES DUMP TRAILER MANUFACTURED PRIOR TO 2007

After loading **ALWAYS** check there is no loose material between the chassis and door prior to tipping.

NEVER reach into the danger zone between the rear chassis and the door without the door prop bars fully engaged in the socket.

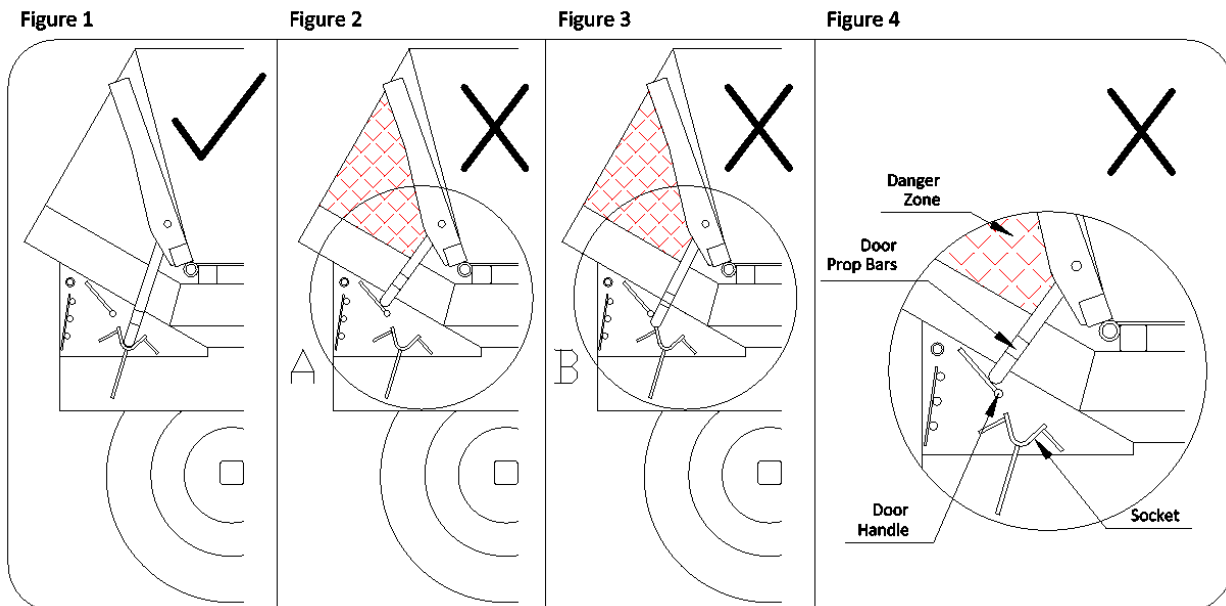


Figure 1 illustrates the door prop bars correctly engaged in the sockets.

In the case of a blockage the door prop bars can miss the sockets as illustrated in Figures 2, 3 & 4.

NEVER operate a trailer with any part of the door mechanism bent or damaged. If any of the items, marked with an **X**, on the next page, are bent or damaged the trailer must not be used until replacement parts, available from all NC dealers have been fitted. Even with undamaged trailers there is a residual risk that may arise from blockages. If a blockage occurs the following safe system of work must always be followed.

If the door does not close correctly and/or the trailer body fails to fully lower: -

1. Raise the trailer body until the door props bars are no longer in contact with the bottom chassis.
2. Slowly lower the trailer body ensuring the door prop bars are correctly engaged in the sockets.

If the door prop bars still fail to engage correctly there is a blockage between the door and chassis preventing the door functioning correctly.

3. Get a 2nd person to help ensuring they remain visible at all times and are aware of the danger zones.
4. Raise the trailer body.
5. Get the helper to partially rotate the door handle so it acts as a stopper to guide the door prop bars into the sockets. This should be done from the side of the trailer without entering the danger zone.
6. Fully lower the trailer body ensuring the door prop bars are correctly engaged in the sockets.
7. Clear the blockage.

If the above procedure has been unsuccessful as the door handle is damaged and cannot be rotated, the emergency procedure should be followed.

EMERGENCY PROCEDURE

8. Raise the trailer body until the prop bar ends are free of contact with the chassis.
9. Apply the tractor handbrake, stop the tractor and remove the key.
10. Apply the trailer handbrake.
11. From underneath the chassis of the trailer tie a rope around the cross bar of the door prop bars and leave the loose end towards the front of the trailer, between the top and bottom chassis.
DO NOT enter the danger zone between the door and trailer chassis ensuring your head is always below the chassis level.
12. Using the rope pull the door prop bars towards the tractor ensuring you **NEVER** enter the danger area underneath the trailer body.
13. Tie the rope to a fixed point on the tractor, ensuring the door prop bars are aligned with the sockets.
14. Lower the trailer body so the door prop bars engage correctly with the sockets.
15. Clear the blockage and remove the rope.
16. **DO NOT** use the trailer again until the door mechanism is repaired.

A presentation of the standard operating and emergency procedures can be found at www.nc-engineering.com/nc-safety-alert/

