

MACHINERY & ENGINES COLLECTION GUIDE

Machinery and engines are a particular risk in a pallet network. If the fluids are not drained, they can leak, contaminating other freight, trailer/truck beds and create a slip hazard. If they are not securely fastened to the pallet, they detach and damage other freight, leak oil and become a contact hazard by falling from vehicles. Recent incidents, one of which could have been very serious, have led to the introduction of these guidelines.

To ensure the safety of employees, the following control measures should be taken:

1. ALL fluids MUST be drained. The driver must have an access to a dipstick and may check for oil. There should be no oil showing on the dipstick, if oil is present pallet can't be collected.
2. The pallet should have rags or oil absorbent mats on top, before the machine or engine is placed on the pallet. So that any small drips can be contained, a small amount of oil goes a long way.
3. If the engine has a sump and is therefore not flat, the sump should be put inside a car tyre to help stabilize it.
4. The machine or engine should ideally be fastened to the pallet by at least a ratchet strap. Professional style plastic or steel banding with at least 2 bands should be acceptable. All straps and bands should be protected where they touch the machine or engine to prevent chafing/sliding.

PLEASE NOTE THAT THE FOLLOWING LOAD SECURITY / FASTENING ARE NOT ACCEPTABLE AND COLLECTION WILL BE REFUSED:

- ENGINES TIED TO PALLETS WITH ROPE
- SHRINK WRAP ONLY
- SHRINK WRAP THAT IS NOT SEE-THROUGH (E.g black wrap)
- TAPE ONLY
- STRAPS WITH NO RATCHETS OR PLASTIC/METAL BANDS THAT HAVE NOT BEEN AFFIXED BY A MACHINE OR ARE NOT TIGHT.

5. Providing the banding/strap is in place, shrink wrap can be used as long as there is a hole so the driver can check the dipstick. The strap/band should be visible. If the driver cannot check the oil, the collection can be refused.

The driver can refuse the collection if he has doubts regarding the security of the machine or engine on the pallet, or if there are any fluids left in the machine or engine.

Paragraph 223 of the Health and Safety Executive, Workplace Transport Safety Guide, states that everyone in the supply chain should co-operate to achieve safety, including the sender, o we all have a duty to ensure the consignment is secure and safe.

Thank you.

Salvatori Pallet Department.