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| **DAMAGED/WORN LOAD RESTRAINTS** **Number: 136****Date:**  |

**Background**

On 24 April, an FPC Officer was checking contractor loads when it was identified that two straps on the load had sustained damage. The driver immediately replaced the damaged straps.

  

Key Points

* All straps should be checked regularly for damage and replaced as required.
* Checking of straps should form part of a driver’s prestart check.
* Damage to straps impacts the integrity of this safety feature, increasing the potential for load shift, rollover or loss of load which has the potential to cause serious injury or a fatality.
* The Load Restraint Guide (2018) lists the following points to look out for when using webbing:
	+ Check there are no knots or twists in the webbing.
	+ Check strapping is not attached to anchor points using knots.
	+ Look out for webbing that appears furry because this indicates the webbing is worn and can lead to broken load-bearing fibres.
	+ Look out for any damage caused by cuts and abrasions, particularly where the webbing contacts the load and any sharp metal edges.