

This datasheet details instructions for belly-wrapping steel products onto trailers. It includes how to apply the belly-wrap, how it works and what to avoid.

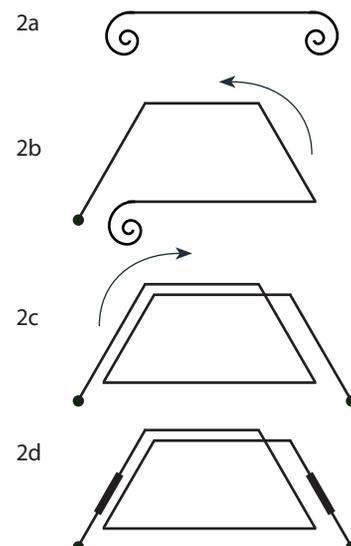
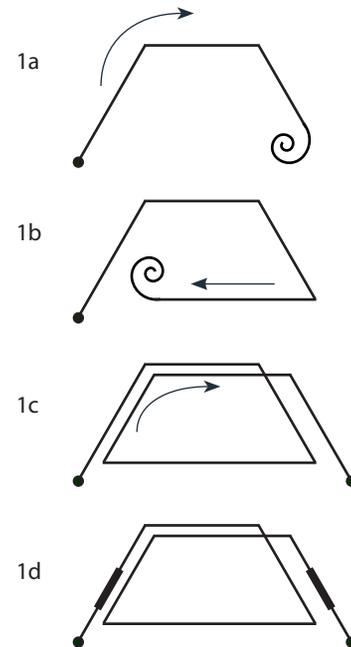
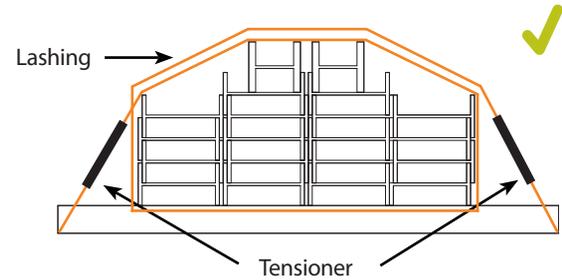
1. How to apply a belly-wrap

Method 1

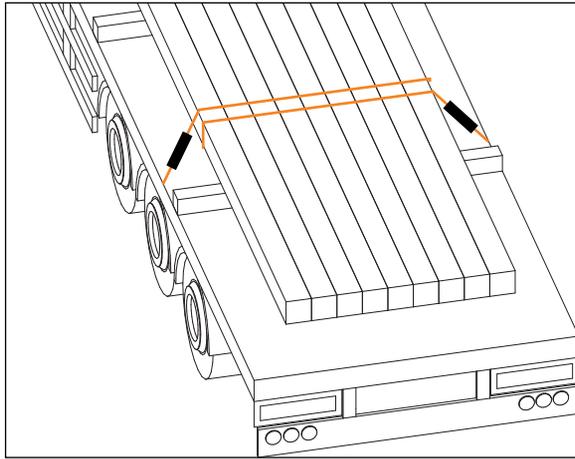
- With the product loaded onto the trailer, determine the correct position along the trailer to apply the belly-wrap.
- Hook one end of the lashing onto the appropriate anchor point and pass the lashing over the top of the product (1a).
- Pull as much slack out of the lashing as possible and pass the lashing back under the product to the starting side (1b).
- Once again, pull the slack out of the lashing and pass the loose end of the lashing over the top of the product (1c).
- Hook the lashing onto the appropriate anchor point and remove any slack from over the product.
- Finally, apply two tensioners to the belly-wrap to ensure consistent tension throughout the lashing; one tensioner on each side (1d).

Method 2

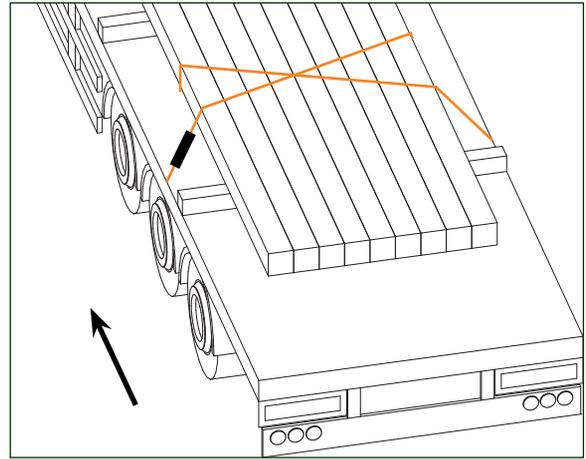
- Lay the lashing across the deck of the trailer in-line with appropriate anchor points. Ensure that there is approximately the same amount of lashing on each side of the trailer (2a).
- Pass the first loose end of the lashing over the top of the product and secure to the anchor point (2b).
- Take the other loose end and pull as much slack out of the lashing as possible.
- Pass this loose end of the lashing over the top of the product and secure to the opposite anchor point (2c).
- Pull as much slack out of the belly-wrap as possible.
- Finally, apply two tensioners to the belly-wrap to ensure consistent tension throughout the lashing; one tensioner on each side (2d).



2. How a belly-wrap works



Prior to a braking event



Following a heavy braking event

1. As a force is applied to the product, in the form of heavy braking or a collision, the product will want to slide.
2. Due to the 'bite' the restraints have on the product, the restraints move with the product.
3. As this happens, the restraints tension up and begin to unitise the load by pulling it all together.
4. At the same time, the amount of clamping onto the trailer deck increases and the product remains safely restrained on the trailer.

3. Avoid the following



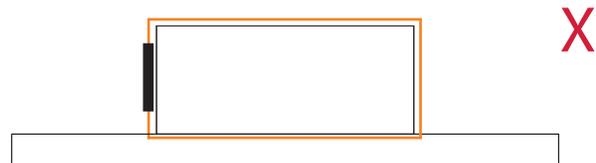
- Avoid any excessive slack in the lashing.
- If lashing sags and touches the trailer deck, re-tension.



- A belly-wrap requires two tensioners; one on each side of the product. This is to ensure consistent tension throughout the restraint.



- This incorrect application of the belly-wrap provides no effective downward clamping.
- Tension in the diagonal legs beneath the product will be excessive following a heavy braking incident.



- A lashing around the product alone will help unitise the load, but this provides no clamping of the product onto the trailer.

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TIS-0001 Issue 2

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