Load Restraint Guide – Edition 4

Change Table

Page	Figure	2018 Third Edition	2025 Fourth Edition (amendment)
5		The Load Restraint Guide is a modular document: you can use each module independently of the others. Where relevant the guide will point you to other modules for information.	The Load Restraint Guide is a flexible resource, designed with six independent modules. You can refer to each module separately, but where necessary, the guide will direct you to additional modules for more information.
5	Blue text box	A load restraint system is legally required to be able to withstand forces specified in the Performance Standards.	A load restraint system is ~~legally~~ required to be able to withstand forces specified in the Performance Standards.
8		"If a load is restrained to meet these Performance Standards…"	"If a load is restrained to meet the Performance Standards"
8		The Performance Standards set out the minimum…	The Loading Performance Standards set out the minimum…
9		'Who has committed an offence' section - list of CoR parties	"The driver" has been removed from this list
9		'Who has committed an offence section – "You can have more than one duty"	"More than one CoR party can have the same duty"
16		…breaking points, which may cause lashing to fail.	…breaking points, which may cause lashings to fail.
25		The pre-tension in a lashing does not equal the amount of weight it can restrain.	The lashing capacity does not equal the amount of weight it can restrain.
27		4.0	3.8
31		Prevent freight movement by blocking with timber, pallets or other materials when using containment and blocking methods – Figure 7.	Prevent freight movement by blocking with timber~~,~~ pallets or other materials when using containment and blocking methods – Figure 7.
52		Anti-slip rubber can reduce the required number of tied down lashings, particularly for low friction loads – Figure 81.	Anti-slip rubber can reduce the required number of tie-down lashings, particularly for low friction loads – Figure 81.
61	110	Tie down lashings may not provide sufficient sideways restraint for loose pipes loaded on dunnage or nested - Figure 110.	Tie-down lashings may not provide sufficient sideways restraint for loose pipes loaded on dunnage or nested - Figure 110.
65	128 129		Reorder text so that the reference to Figure 128 is above reference for Figure 129.
67	132 133	Loads of flexible long items may reduce the trailer capacity if dunnage is located away from the axle groups and/or kingpin – Figure 133	Loads of flexible long items may reduce the trailer capacity if dunnage is located away from the axle groups and/or kingpin – Figure 132
67	132 133	Support flexible long items (e.g. small-diameter pipes, timber, rod and rolled steel sections) at frequent intervals – Figure 132	Support flexible long items (e.g. small-diameter pipes, timber, rod and rolled steel sections) at frequent intervals – Figure 133
70		'insufficent'	'insufficient'
71	146	Tie down only !	Tie-down only X

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72	148	Restrain loose sheets using tie-down if the sheet-on-sheet friction permits sufficient restraint.	Restrain loose sheets using tie-down if the sheet-on-sheet friction provides sufficient restraint.
94		…gates or other blocking devices rated by an engineering designer.	…gates or other blocking devices rated by an engineer~~ing designer~~.
96		Tie-Down	Tie-Downs
99		Load containers with doors to the rear of the carrying vehicle at all times	Load containers with doors to the rear of the carrying vehicle where possible
108		If towing brackets, do not incorporate round pins. Connect chains using appropriately rated shackles to prevent chain damage – Figure 264.	If towing brackets do not incorporate round pins, connect chains using appropriately rated shackles to prevent chain damage – Figure 264
110	268		Reordered text, so that "Attach two separate lashings to directly restrain vehicles or equipment – Figure 268." aligns with the relevant image.
113	277	If using four chains to restrain tracked equipment, attach two chains at the rear – angled approximately 30° to the forward direction, and two chains at the front – angled at approximately 45° to the rearward direction – Figure 277.	If using four chains to restrain tracked equipment, attach two chains at the front – angled at approximately 45° to the rearward direction, and two chains at the rear – angled approximately 30° to the forward direction.
119	292	Steeply angled chains pull down on the load more than chains at a lower angle, making the bouncing worse	Steeply angled chains pull down on the load more than chains at a lower angle, increasing the shock effect of load bouncing.
125 128	307 308 317		Additional lashing straps have been included on Figures 307 and 308 IBCs, to better reflect compliance requirements.
126		Do not rely on unrated gates as the sole form of restraint – Figure 316.	Do not rely on unrated gates as the sole form of restraint – Figure 312. Corrected reference to appropriate Figure.
132	325		The images in Figure 325 have been swapped to align with the wording, i.e. the ratchets now appear above the drum winch.
133		For more information go to the Australian Animal Welfare Standards and Guidelines for the Land Transport of Livestock, or contact your local livestock transport association.	For more information go to www.nhvr.gov.au/ricp, the Australian Animal Welfare Standards and Guidelines for the Land Transport of Livestock, or contact your local livestock transport association.
133		Plan for effluent management when transporting livestock, where practical.	Plan for effluent management when transporting livestock~~, where practical~~.
134		Use trailer effluent containment devices to reduce effluent loss, where practical.	Use trailer effluent containment devices to control effluent loss.
134		Ensure crates and any effluent containment devices are prepared correctly prior to loading, and functioning as designed, to minimise effluent loss.	Ensure crates and any effluent containment devices are prepared correctly prior to loading, and functioning as designed, to control livestock effluent.
134		The loading density can be obtained from the Australian Animal Welfare Standards and Guidelines — Land Transport of Livestock – Edition 1, Version 1.1.	The loading density can be obtained from the Australian Animal Welfare Standards and Guidelines — Land Transport of Livestock~~ – Edition 1, Version 1.1~~.
137			Multiple changes to figure references to align with the relevant ones on the page.

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137		Don't extend the top outer logs more than half their height above the top of the stanchion	Don't extend the top ~~outer~~ logs of the crown more than half their height above the top of the stanchion.
154	378	Test the forces that headboards can withstand. When used as a full containment blocking solution, the headboard must withstand forces equal to 80% of the weight of the load.	Test the forces that headboards can withstand. When used as a full containment blocking solution, the headboard must withstand forces equal to 80% of the weight of the load – Figure 378.
155		Make sure that the barrier is loaded against the freight	Make sure that the barrier is placed against the freight
164		Use only synthetic fibre ropes that comply with Australian Standard AS/NZS 4345 Motor vehicles – Cargo Restraint Systems – Transport Fibre Rope.	~~Use only synthetic fibre ropes that comply with Australian Standard AS/NZS 4345 Motor vehicles – Cargo Restraint Systems – Transport Fibre Rope.~~
167		Tensioners can be attached to the vehicle by a truck winch or an in-line hand ratchet	Webbing can be attached to the vehicle by a truck winch or an in-line hand ratchet
170		Look out for webbing that appears furry because this indicates the webbing is worn and can lead to broken load-bearing fibres may be broken.	Look out for webbing that appears furry because this indicates the webbing is worn and ~~can lead to broken~~ load-bearing fibres may be broken.
175 188		Use of over-centre tensioners (dogs) is strongly discouraged.	Use of over-centre tensioners (dogs) is **strongly discouraged**.
181	441	Figure 441 Load movement cannot make the vehicle unstable	Figure 441 Load movement can~~not~~ make the vehicle unstable
185		Make sure engaging holes are not elongated or torn	Make sure engaging holes are not elongated or worn
199		'pantechicon'	'pantechnicon'
201		… combing rail of a traditional type tie-rail Figure 478…	… combing rail of a traditional type tie rail Figure 478…
204	Case 1-3	A prime mover and flat-bed semi-trailer combination / A flat-tray semi-trailer	A prime mover and flat-tray semi-trailer combination
204	Case 8-11	A prime mover and curtain sider combination	A prime mover and semi-trailer with rated side curtains
204	Case 12	Prime mover and curtain sider combination with mezzanine deck	A rigid truck with load rated curtains
212		The load is timber dunnage on a steel flat-tray truck. The friction level is MEDIUM.	The load is precast concrete panels on timber dunnage on a steel flat-tray truck. The friction level is MEDIUM.
216 217	Case 4	lashing angle greater than 60°	lashing angle greater than 75°
224		13mm Transport Chain	13mm Grade 'T' Chain
224	Step 5 Under table		Note: Chain capacity is reduced by 25% due to contact with coaming rail.
227	Case 8	A prime mover and curtain sider combination	A prime mover and semitrailer with rated side curtains.

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228			"You need to decide how to restrain the load in the rearwards direction before going further. The rating capacity of the curtains is irrelevant"
233		If the gaps are too big you need other restraints to fill the gaps.	If the gaps are too big you need to restrain the load or fill the gaps
234		In a multi-drop load gaps greater than 200mm will appear along the…	In a multi-drop load, gaps greater than 200mm will appear along the…
235	509		Note: In the example above, Pallets 2 and 6 are **restrained rearwards** and Pallet 3 is **restrained forwards.**
237		it may provide a defence under Chain of Responsibility laws.	it may provide a defence under Chain of Responsibility ~~laws~~.
249			Included page references against the tables to assist with differentiating which table to reference.
247-249			Have moved the text from page 249 to page 247.
258		Laws under the Heavy Vehicle National Law and Regulations that hold that anyone who has influence over the transport activity is responsible for safety on the road (often abbreviated to “CoR laws”).	Part of the Heavy Vehicle National Law that requires parties in the Chain of Responsibility (CoR), other than drivers, to ensure that transport activities are carried out in a way that eliminates or minimises public risks so far as is reasonably practicable, when heavy vehicles are used on a road.
260			Added: light load weight – a load up to 50kg
272		50 mm webbing chain	50 mm webbing straps
268-287	Tables	‘Conveyer’	‘Conveyor’