

Vehicle Practice

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VP 07 05	0
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Revised:	2004 04 08

POLE TRAILERS: PREVENTION OF UTILITY POLE SLIPPAGE

Practice:

1.0 INTRODUCTION

Irregardless of the number of utility poles loaded on a pole trailer that is equipped with a forward reach mounted bunk, a tendency exists for the utility poles to slip front to back and/or side to side. This slippage can occur even with the utility poles loaded and wrapped with the binder strap as per recommendation.

To prevent this type of movement, a modification may be made to the front bunk i.e. the bunk mounted on the reach pole. One alternative would be the method shown on drawing D-001R-5-300-00-121. This drawing is the standard to which new pole trailers will be purchased and are to be maintained. This is also the standard to use if you retrofit and existing pole trailer after the date of issue of this vehicle practice.

2.0 MATERIAL REQUIREMENT

One angle iron 1" x 1" bunk length
Two angle irons 2" x 2" x bunk width

3.0 PROCEDURE

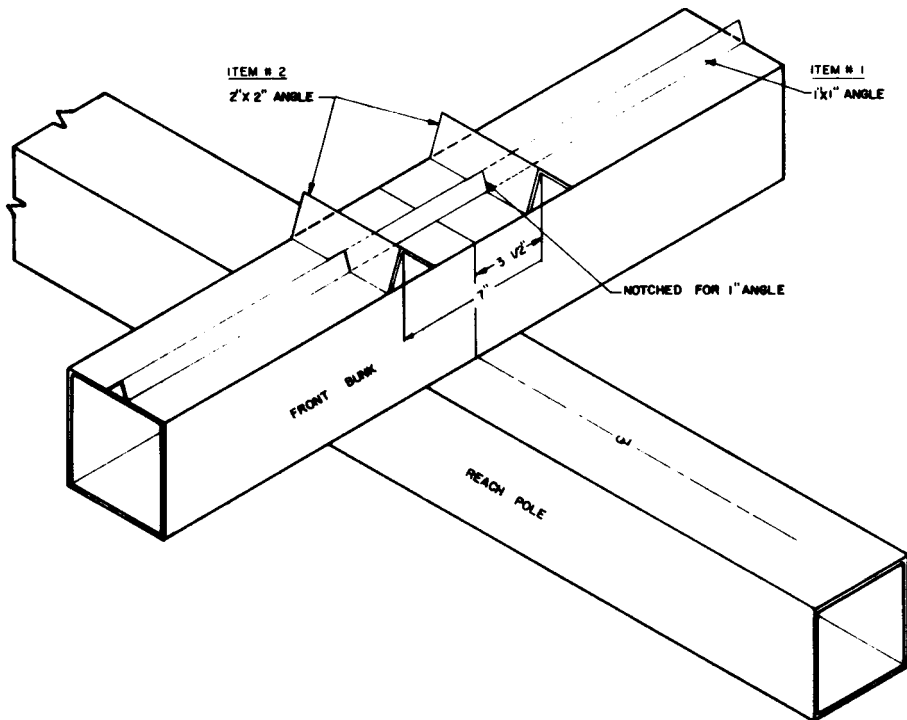
- Install the 1" x 1" angle across the center of the bunk by stitch welding (2-2 i.e. weld 2", break 2").
- Notch the 2" x 2" angle to sit down over the 1" and install them so they run front to back. Weld all around. Use spacing as per the drawing.

Notes:

- i) Any deviations from this standard must be approved by the Fleet Services.
- ii) This is the preferred method to prevent utility pole to prevent utility pole slippage on the pole trailers, however, retrofitting of existing trailers should be on a request basis to the Fleet Planner.

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iii) There is to be NO side to side angle (drawing Item 1), on any of the rear, frame mounted bunks on existing or new trailers. If they do exist, they must be removed as they can crease the utility poles at an undesirable height and may cause a failure or shorten the life of the utility pole. If side to side slippage is a problem on the rear bunks, the front to back, 2" x 2" angle is permissible (reference Item #2 on drawing D-001R-5-300-00-121).



Note: 1" Angle to be Stitch Welded (2-2)