



September 2023  
Issue 2

# TRANSPORT SOLUTIONS GUIDE







# INTRODUCTION

The purpose of this guide is to highlight the transport solution available to you when delivering Metsec materials. voestalpine Metsec can assist in identifying which vehicle type best suits your needs. We can provide all relevant industry and vehicle information applicable to your delivery.

For further assistance please contact voestalpine Metsec plc on 0121 601 6000.

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# SUSTAINABILITY

voestalpine Metsec plc are working in collaboration with our haulage partner RGF Logistics Ltd on our “Countdown to Zero” journey by ensuring all our drivers have completed a Low City Training Course, Safe Urban Driving Course and regularly undertake CPC courses on “Green” issues to raise the drivers awareness on lowering the carbon footprint within the logistics industry.

RGF Logistics ensure that we are delivering our products to site using the latest fuel-efficient trucks, whilst the transport office makes sure our carbon footprint is as low as possible by maximising efficiency in the day to day planning.

All vehicles supplied by RGF Logistics on the voestalpine Metsec contract are ULEZ (Ultra Low Emission Zone) compliant for deliveries into London, Manchester, Birmingham, Glasgow – all low emission zones

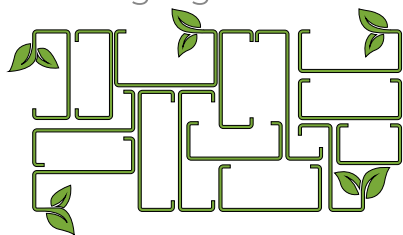
Operationally RGF Logistics use tyres on all vehicles with a 4 tier lifespan (new, recut, re-band, re-tread), any worn tyres can be regrooved or re-treaded and it's not uncommon for a truck to get over 300,000 kms on a single tyre when it's a good quality re-tread, whereas a single use tyre will typically get 70,000-100,000 kms. Around 70% of Britain's lorries use re-treaded tyres. All tyres must be disposed of once 10 years old.

We are continually looking at all angles on our countdown to zero journey, which has meant RGF Logistics have trialled gas trucks but these have been found to be underpowered, not cost efficient and additional vehicles would be required to deliver the same amount of product increasing our carbon footprint.

At the moment – consideration is being given to electric vehicles – however the infrastructure which is currently in place is unsustainable to meet the businesses needs but this will be continually revisited as the infrastructure and resources grow.

## CO<sub>2</sub> UNTDOWN TO ZERO

Building a greener future



# IMPORTANT DELIVERY REQUIREMENTS

Information for any delivery should be forwarded to voestalpine Metsec plc in the form of a logistics plan (This is mandatory under CLOCS Standard Version 4 August 2022) and should cover the following elements:

- » **Contact names, positions and telephone numbers**
- » **Suitability of site for the vehicles requested**
- » **Traffic routing (including any restrictions, red routes etc.)**
- » **Control of site traffic, particularly at peak hours**
- » **Site access and egress**
- » **Vehicle loading and unloading facilities and method**

The amount of detail required in this logistics plan will vary depending on the size and complexity of the site, but should be compiled based on the information supplied within the main contractor's handbook.

To meet these requirements voestalpine Metsec plc offers various types of vehicles including:

- » Articulated flat bed
- » Articulated extendable flat bed up to 16m
- » Rigid demountable flat bed

- » Rigid 6 wheeler flat bed
- » Pick up flat bed
- » Lanyard fall arrest vehicle
- » Articulated curtain sided
- » Articulated urban curtain sided
- » Rigid demountable curtain sided
- » Rigid 6 wheeler curtain sided
- » Pick up curtain sided
- » Hiab vehicles
- » Moffett vehicles
- » Some at additional cost

Should you require any assistance with producing a logistics plan, or guidance on the solutions voestalpine Metsec can offer, please contact the Metsec Transport office or Sales office directly.

Effective and efficient delivery management is an essential part of the day to day logistics management of any construction project. If you require a specific delivery time/booking slot for offloading purposes or an out of hours delivery, please inform us at the time of placing the order. Otherwise delivery will be made as part of a multiple drop vehicle between the hours of 8am-5pm.



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# APPLICABLE LOGISTICS INDUSTRY STANDARDS

## Fleet Operator Recognition Scheme (FORS)

FORS is an accreditation scheme that aims to improve safety, fuel efficiency, economical operations and vehicle emissions in London and throughout the UK.

Any delivery point in London within the ULEZ Ultra Low Emission Zones **must** be serviced by a FORS compliant vehicle. Due to this, customers are requiring that transport companies, vehicles and drivers have higher standards of safety when delivering their goods.

**If the requirement for a FORS vehicle is identified then the vehicle on the fleet will be equipped with the latest driver aids to meet the criteria. These include sensors along the near side of the vehicle to alert the driver of road users when turning left; an external left turn audible warning device to alert vulnerable road users when the vehicle is turning; reversing and side cameras, drivers who have attended SUD driver training and eLearning.**

The accreditation gained by our haulage partners shows that we are committed to safety, training, and emissions reduction to a greater extent. voestalpine Metsec are a FORS Champion.

The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme that promotes best practice for commercial vehicle operators.

With over 8,500 members, FORS is gaining recognition as the transport industry's go-to accreditation scheme. FORS encompasses all aspects of safety, efficiency, and environmental protection by encouraging and training fleet operators to measure, monitor and improve performance. FORS provides accreditation pathways for operators of any type, and for those organisations that award contracts and specify transport requirements.

**FORS Bronze, Silver and Gold membership provides progressive accreditation enabling operators to achieve exemplary levels of best practice. FORS members stand out from the crowd, work to standards above the legal minimum requirement and have access to a wide range of exclusive benefits that provide a real competitive advantage.**

The scheme encourages operators to take a closer look at their operations and identify areas of strength to be exploited and areas for improvement to be addressed.

The chart on [page 9](#) identifies the different vehicle features and what level they are applicable to within the FORS standards.

For more information visit the FORS website – [www.fors-online.org.uk/cms](http://www.fors-online.org.uk/cms)



Looking out  
for vulnerable  
road users

# CLOCS

## Construction Logistics and Cyclist Safety Scheme (CLOCS)

CLOCS is a national Standard that requires all stakeholders in construction to take responsibility for health & safety beyond the hoardings. It demands collaborative action to prevent fatal or serious collisions between vehicles servicing construction projects and vulnerable road users; pedestrians, cyclists and motorcyclists.

The CLOCS Standard requires action from clients, principal contractors and vehicle operators and harnesses the power of policy-makers to minimise the impact of construction projects and eliminate harm to communities.

### VEHICLE OPERATORS:

Demonstrate compliance to CLOCS

- » FORS or equivalent
- » Right vehicles/safety equipment
- » Driving licence checks
- » Additional driver training
- » Traffic routing
- » Collision reporting
- » Sub-contractor compliance

### 1. Vehicle Operator Check



Vehicle operator must be certified at minimum FORS bronze level. FORS is the Fleet Operator Recognition Scheme  
[www.fors-online.org.uk](http://www.fors-online.org.uk)

### 2. Vehicle Check

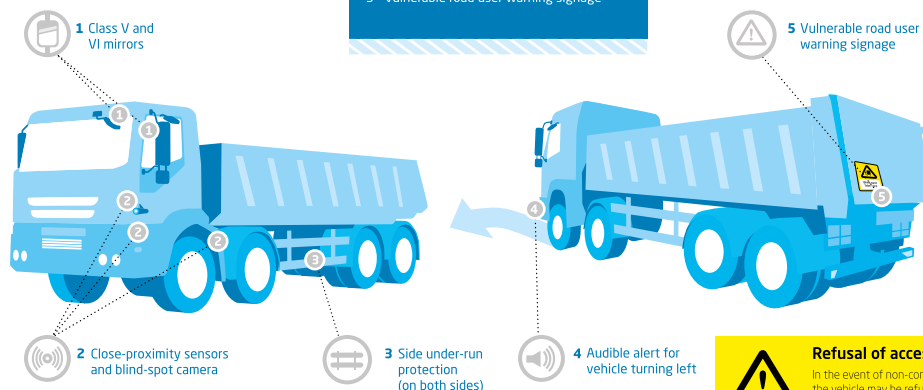
Any vehicle over 3.5 tonnes gvw shall have the following vulnerable road user safety kit fitted:

#### Blind-spot minimisation:

- 1 Class V and VI mirrors
- 2 A method of minimising the vehicle blind spots eg camera system and/or sensor system and/or Fresnel lens (the system must be working)
- 3 Side under-run protection (on both sides)
- 4 Audible alert for vehicle turning left
- 5 Vulnerable road user warning signage

### 3. Driver Check

- Driver must have a valid driving licence for the vehicle they are driving
- Driver must be able to prove they have undertaken approved vulnerable road user training



Silver FORS is not needed for CLOCS sites. A company only needs to be FORS or equivalent member, but having silver FORS means you meet the adherence to the CLOCS standard.

Being committed to CLOCS is not owned by TfL, FORS or any organisation, it is an industry movement. To help protect vulnerable road users who share the roads with construction vehicles, CLOCS has brought together more than 60 organisations from across the industry. This includes operators, construction contractors, property developers, vehicle manufacturers and regulators.

Any Metsec vehicle newer than 2015 meets CLOCS standards regardless of being FORS Bronze or Silver.

Please refer to the table on [PAGE 7](#) to highlight options available.



# PROJECT SPECIFIC

## Crossrail

Crossrail's contractor requirements mandate that all Heavy Goods Vehicles (HGVs) working on the project are fitted with safety devices including blind spot proximity sensors, side under-run guards and warning alerts for cyclists.

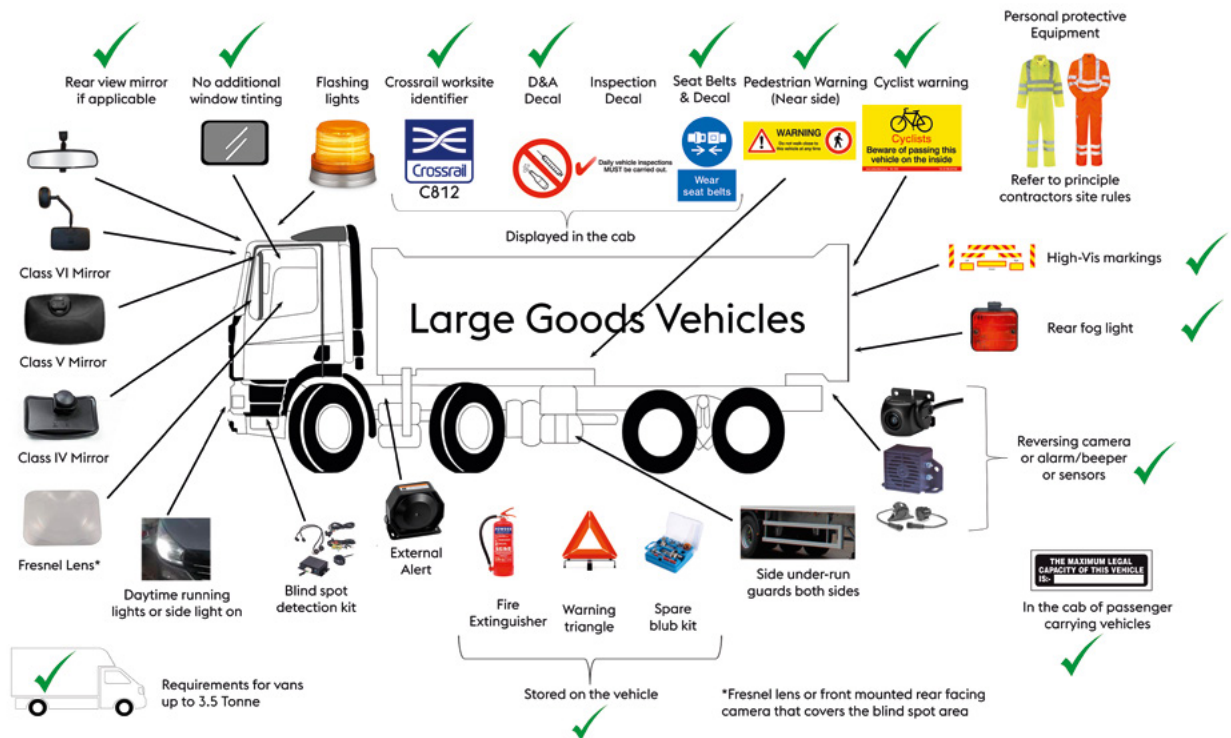
As intensive construction for Crossrail gets underway, any HGVs not meeting Crossrail's strict standards are being turned away from worksites with the contractor liable for any costs incurred. This applies to HGVs operated directly by a contractor or on their behalf by a haulier.

Crossrail requires that HGVs are fitted with Fresnel lenses, side scan equipment which results in an audible beep in the drivers cab when a cyclist is on the left inside space. Under-run guards are also required to prevent cyclists from coming into contact with lorry wheels. Vehicles must also carry signs to warn cyclists and pedestrians.

These mandatory measures are being implemented with the full support of Crossrail's principal contractors. Higher requirements for safety devices on lorries have always been a Crossrail contractual requirement. A limited number of Lorries have been turned away from Crossrail sites for non-compliance.

Crossrail vehicle specification is the same as CLOCS with the addition of extra signage in the cab, extra equipment and warning signs outside the cab. These are used on any site that has rail track or tram lines etc.

voestalpine Metsec plc can supply materials on vehicles conforming to the stringent requirements by Crossrail. Please note these must be booked in advance and specified at point of order.



# VEHICLE REQUIREMENTS

VEHICLE REQUIREMENTS					
VEHICLE TYPE Fleet Management	FORS			CLOCS >3.5T	Crossrail All
	Bronze >3.5T	Silver >3.5T	Gold >3.5T		
FORS Accredited	Y	Y	Y	Y	N
Collision Reporting	Y	Y	Y	Y	N
Traffic Routing	Y	Y	Y	Y	N
Delivery Plan	Y	Y	Y	Y	N
MIRRORS AND VISUAL AIDS					
Class IV Mirror	Y	Y	Y	Y	Y
Class V Mirror	Y	Y	Y	Y	Y
Class VI Mirror	Y	Y	Y	Y	Y
Rear View Mirror (if applicable)	Y	Y	Y	Y	Y
Front Camera (alternative to Class VI Mirror)	Y	Y	Y	Y	Y
Fresnet Lens	N	Y	Y	Y	Y
Side Camera System (alternative to Fresnet Lens)	N	Y	Y	Y	Y
SIGNAGE					
Cyclist Warning Sign	Y	Y	Y	Y	Y
Pedestrian Warning Sign	Y	Y	Y	Y	Y
Drugs and Alcohol Warning	N	N	N	N	Y
Seat Belt Reminder	N	N	N	N	Y
Daily Inspection Reminder	N	N	N	N	Y
Max Passengers	N	N	N	N	Y
Hi-Visibility Markings	N	N	N	N	Y
LIGHTING AND INSIDE THE DRIVERS CAB					
Rear Fog Light	Y	Y	Y	Y	Y
Flashing Light on Cab Roof	N	N	N	N	Y
Day Time Running Lights or Side Lights	N	N	N	N	Y
Spare Bulb Kit	N	N	N	N	Y
Warning Triangle	N	N	N	N	Y
Fire Extinguisher	N	N	N	N	Y
Seat Belt to be Worn if Fitted	N	N	N	N	Y
No Additional Window Tinting from Manufacturers Spec	N	N	N	N	Y
OUTSIDE THE VEHICLE AND ABS					
Side Scan Detection Kit	N	N	N	Y	Y
Audible Alert for Vehicle Turning Left	N	Y	Y	Y	Y
Side Underrun Guards (both sides)	Y	Y	Y	Y	Y
Reversing Alarm	Y	Y	Y	Y	Y
Anti-lock Braking System	N	N	N	Y	Y
Hi-Vis Clothing Orange	N	N	N	N	Y
Hi-Vis Clothing Yellow	N	N	N	N	Y
Hard Hat Blue	N	N	N	N	Y
Working at Height Access	Y	Y	Y	N	N

The information contained in this table is subject to change but is correct as of the time of design.



# METSEC VEHICLE SPECIFICATION SHEET

VEHICLE TYPE N.B. Flat means No Curtain or No Sides	FORS			Optional Extras**								
	Bronze	Silver	Gold	Crossrail	CLOCS	Moffett*	Hiab**	Exclusion Zone	Side Posts	1.8m Headboard	Retractable Roof within 1m of Headboard	Euro 6 Compatible
Pick Up Flat Bed <3.5t	Y	N	N	n/a	n/a	n/a	n/a	n/a	N	N	n/a	N
Pick Up Curtain Sided Vehicle <3.5t	Y	N	N	n/a	n/a	n/a	n/a	n/a	N	N	n/a	N
Rigid Flat Bed Demountable	Y	Y	N	Y	Y	N	N	N	Y	Y	n/a	Y
Rigid Demountable Curtain Sided	Y	Y	N	Y	Y	N	Y	N	n/a	n/a	N	Y
Rigid 6 Wheeler Flat Vehicle	Y	Y	N	Y	Y	N	Y*	N	Y	Y	n/a	Y
Rigid 6 Wheeler Curtain Sided Vehicle	Y	Y	N	Y	Y	Y	N	N	n/a	n/a	N	Y
Urban Curtain Sided Vehicle with EN12642-XL Rated Load Bearing Curtains	Y	Y	N	Y	Y	Y	N	N	n/a	n/a	Y	Y
Flat Bed 40ft Trailer – can be extended up to 50ft	Y	Y	N	Y	Y	N	N	N	N	N	n/a	Y
Standard Flat Bed 45ft Trailer*	Y	Y	N	Y	Y	Y	N	Y	Y	Y	n/a	Y
Standard Curtain Sided 45ft Trailer	Y	Y	N	Y	Y	Y	N	N	N	Y	n/a	Y
Flat Bed 45T Extendable Trailer – can be extended up to 50ft	Y	Y	N	Y	Y	Y	N	Y	Y	Y	n/a	Y

\*This is a three wheeled all terrain forklift mounted on the back of either a rigid or articulated vehicle. It is offered with a certified FLT driver. The Moffett can offload material directly from the vehicle to anywhere within a short distance of it.  
NB Moffett can only be supplied as long as the length of the material does not exceed the length of the vehicle bed.

\*\*Optional extras may be subject to extra charge please contact voestalpine Metsec for price.

# HEALTH AND SAFETY

## Driver Training

We consider that a comprehensive induction and on-going training is essential for our haulage partner's drivers. Its purpose is to promote and maintain the health, safety and security of everyone within the organisation and those who encounter it. This training is not just statutory but mandatory training to meet our legal requirements but also training to improve core skills and developing essential skills. Driver training is designed to tackle a whole manner of things such as lifestyle, eating habits, the effects and symptoms of fatigue and stress – as well as public and environmental safety. Our haulage partners training facilities are JAAPT approved and audited by FORS, ISO, and VOSA training is delivered in a variety of formats.

- » **e-Learning**
- » **Essential Skills Handbook and e-Assessment**
- » **Centrally provided instructor-led courses and workshops**
- » **Departmental/locally delivered training.**

### LICENSING AND QUALIFICATIONS

Our haulage partners conduct a licence check every 6 months using the DVLA licence check site. Our haulage partners issue all drivers with the latest Highway Code at induction. There is a written vulnerable road user policy included in the company employee handbook and the company safety handbook. The company have a specific driver CPC training module for the vulnerable road user. eLearning modules on cycle safety and security along with SUD and CPC training.

### HEALTH AND SAFETY (PPE)

Training includes manual handling (MHOR 1992) Safety operating of curtain side vehicles. Avoiding falls from height. Lone working. Slips, trips and falls. Other Risk assessments for Logistics activities.

- » **Blue Hard hats with chin straps (blue inexperienced person/visitor coding system)**
- » **Ear protection (where extra protection is needed noise control)**
- » **360° long sleeve zip hi viz yellow jacket**
- » **Double palm rigger gloves**
- » **Long trousers**
- » **Protective footwear.**

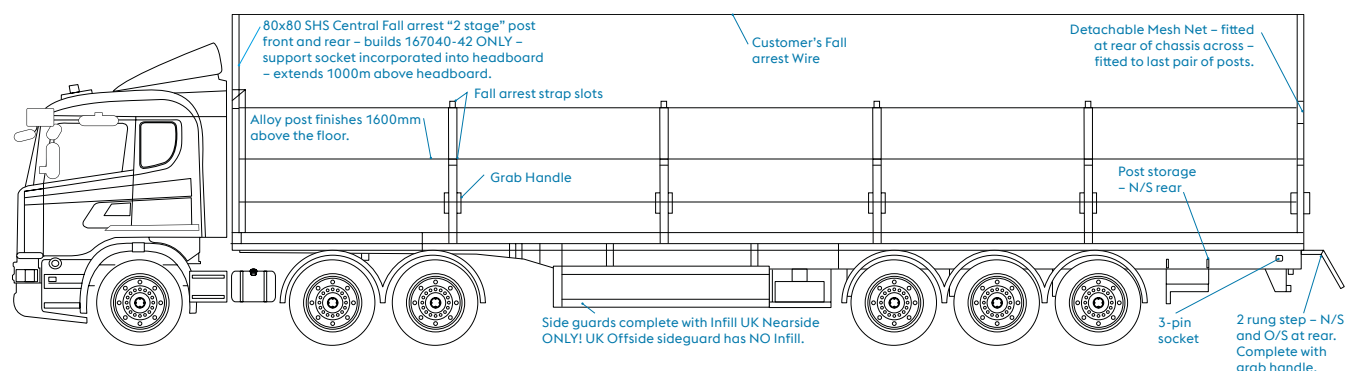




# FLAT BED VEHICLES

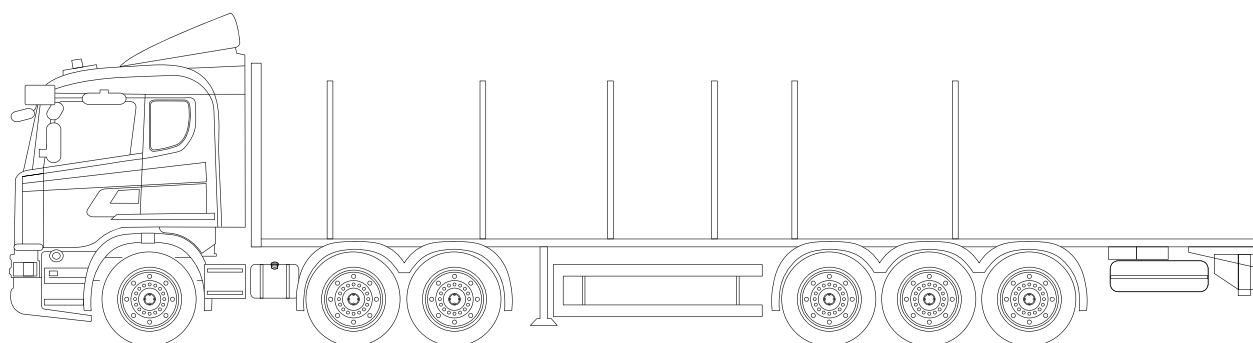
## Articulated or Rigid Vehicle with Open back

### Articulated Fall Arrest System



Standard Dimensions		Optional		Approvals	
*** **** Max Weight	25t	1.8m Head Board	Y	FORS Bronze	Y
** Std Bed Length	13.6m	Side Posts	Y	FORS Silver	Y
Max Bed Width	2.55m	Exclusion Zone	Y	Crossrail	Y
Loading Height	2.6m	Moffett	N	CLOCS	Y
Max Bed Width	2.55m	Hiab	N	Euro 6 Plus	Y
Overall Running Height	4.275m				
Overall length including Cab	16.6m				

### Articulated Flat Bed



Standard Dimensions		Optional		Approvals	
**** Max Weight	29t	1.8m Head Board	Y	FORS Bronze	Y
* Std Bed Length	13.6m	Side Posts	Y	FORS Silver	Y
Max Bed Width	2.4m	Exclusion Zone	Y	Crossrail	Y
Delivery Plan	29t	Moffett	Y	CLOCS	Y
Max Bed Width	2.4m	Hiab	N	Euro 6 Plus	Y
Overall length including Cab	16.6m				
Overall length with Moffett Mounty including Cab	17.6m				

#### Notes:

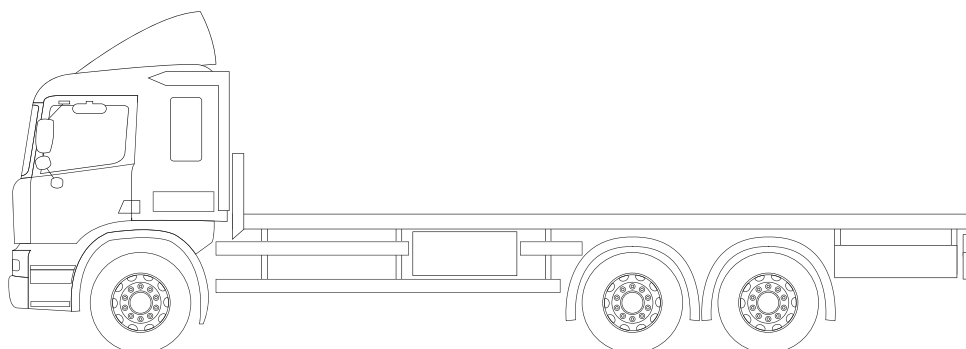
- \* Lengths are bed lengths, permissible overhangs are in line with DVSA requirements. Cab heights vary from 3.62m to 3.94m – if you have a height restriction, please contact the transport office.
- \*\* Where Moffetts are fitted overhang is not permissible. Curtain sided vehicles height can vary from 4.2m 4.7m – if you have a height restriction, please contact the transport office. The above does not take into consideration if the vehicle has an adjustable fifth wheel coupling system.
- \*\*\* Where Moffetts are fitted this will reduce the max weight the vehicle can carry.
- \*\*\*\* Maximum vehicle weight is also subject to volume. The vehicle may reach its maximum volume before reaching its maximum weight.

# FLAT BED VEHICLES

## Articulated or Rigid Vehicle with Open Back

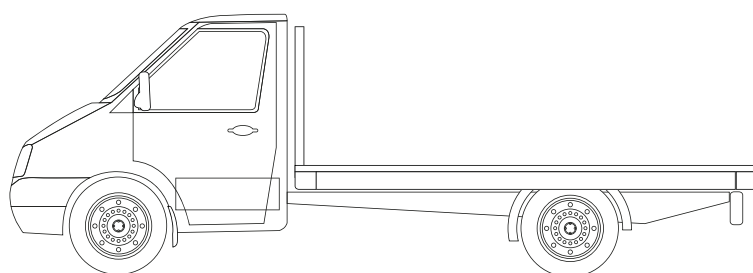
Flat bed vehicles have an uncovered flat carrying area. Sheeting is available on request.

### Rigid 6 Wheeler Flat Bed



Standard Dimensions		Optional		Approvals	
**** Max Weight	11t	1.8m Head Board	Y	FORS Bronze	Y
Max Weight for Non Low or Ultra Low Emission Zones	14t	Side Posts	N	FORS Silver	Y
* Std Bed Length	9.1m	Exclusion Zone	n/a	Crossrail	Y
Max Bed Width	2.4m	Moffett	N	CLOCS	Y
Overall length including Cab	13m	Hiab	Y	Euro 6 Plus	Y

### Pick Up Flat Bed



Standard Dimensions		Optional		Approvals	
**** Max Weight	1.2t	1.8m Head Board	n/a	FORS Bronze	n/a
* Std Bed Length	4m	Side Posts	N	FORS Silver	n/a
Max Bed Width	2.4m	Exclusion Zone	N	Crossrail	n/a
		Moffett	N	CLOCS	n/a
		Hiab	N	Euro 6 Plus	N

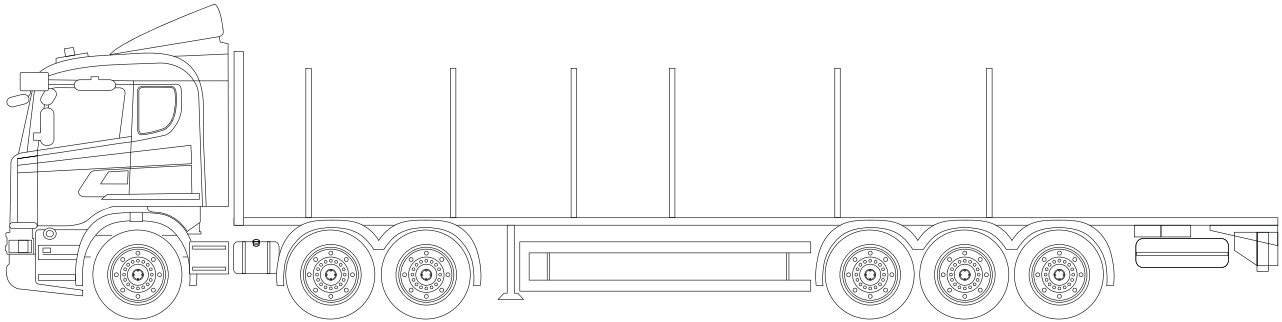
#### Notes:

- \* Lengths are bed lengths, permissible overhangs are in line with DVSA requirements. Cab heights vary from 3.62m to 3.94m – if you have a height restriction, please contact the transport office.
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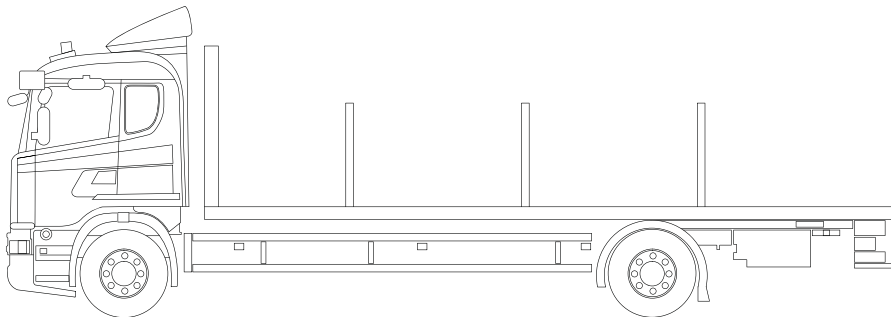
# Flat Bed Vehicles – Articulated or Rigid Vehicle with Open Back continued

## Articulated Extendable Flat Bed



Standard Dimensions		Optional		Approvals	
**** Max Weight	27t	1.8m Head Board	Y	FORS Bronze	Y
Extended Bed Length	15.15m	Side Posts	Y	FORS Silver	Y
Max Bed Width	2.4m	Exclusion Zone	N	Crossrail	Y
Flat Bed extended to 15.15m overall length including Cab	18.1m	Moffett	N	CLOCS	Y
		Hiab	N	Euro 6 Plus	Y

## Rigid Demountable Flat Bed



Standard Dimensions		Optional		Approvals	
**** Max Weight	8t	1.8m Head Board	N	FORS Bronze	Y
Extended Bed Length	9.2m	Side Posts	Y	FORS Silver	Y
Max Bed Width	2.4m	Exclusion Zone	N	Crossrail	Y
Overall length including Cab	10.9m	Moffett	N	CLOCS	Y
		Hiab	N	Euro 6 Plus	Y

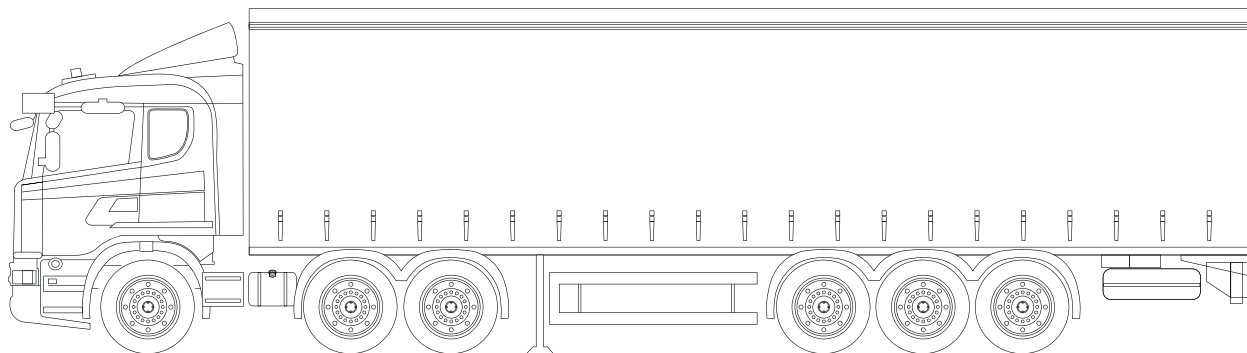
### Notes:

- \* Lengths are bed lengths, permissible overhangs are in line with DVSA requirements. Cab heights vary from 3.62m to 3.94m – if you have a height restriction, please contact the transport office.
- \*\* Where Moffetts are fitted overhang is not permissible. Curtain sided vehicles height can vary from 4.2m 4.7m – if you have a height restriction, please contact the transport office. The above does not take into consideration if the vehicle has an adjustable fifth wheel coupling system.
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# CURTAIN SIDED VEHICLES

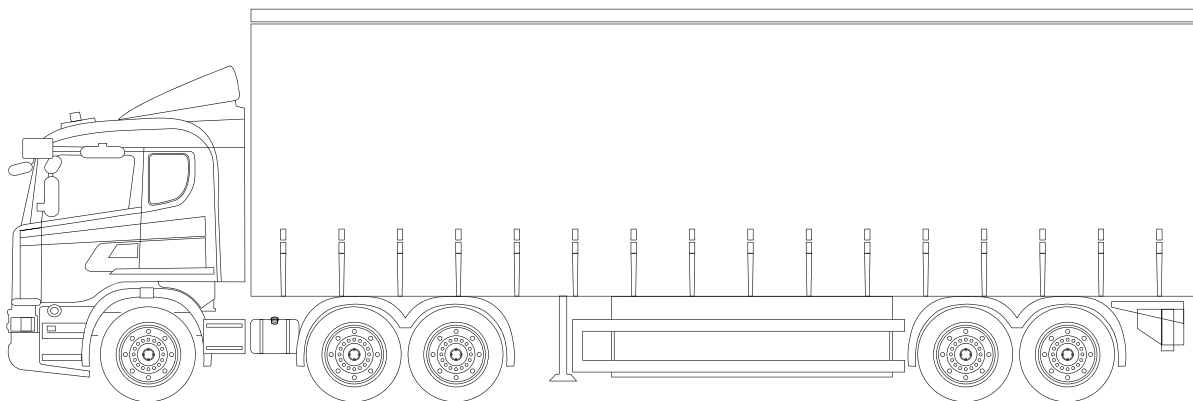
Curtain sided vehicles have a covered carrying area accessed by rear fixed solid doors or side curtains. Side curtains to EN12642-XL are available on all Metsec branded curtain sided vehicles and should be requested at point of order.

## Articulated Curtain Sided



Standard Dimensions		Optional		Approvals	
**** Max Weight	27.5t	1.8m Head Board	Y	FORS Bronze	Y
** Std Bed Length	13.6m	Side Posts	Y	FORS Silver	Y
Max Bed Width	2.4m	Exclusion Zone	N	Crossrail	Y
Overall length with Moffett Mounty including Cab	17.6m	Moffett	Y	CLOCS	Y
		Hiab	N	Euro 6 Plus	Y

## Urban Curtain Sided (with retractable sliding roof to within 1.5m of headboard)



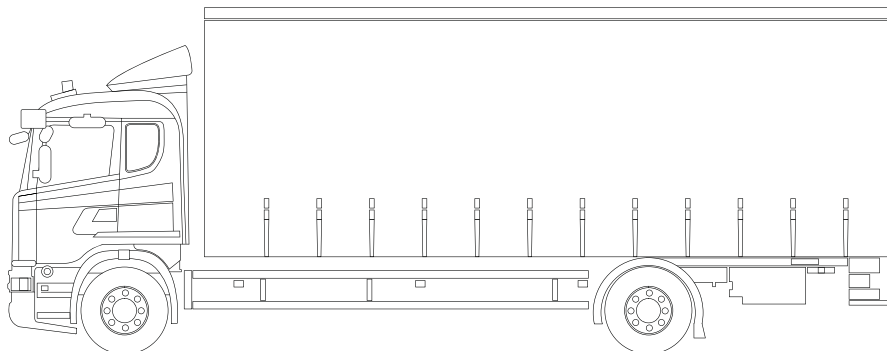
Standard Dimensions		Optional		Approvals	
*** **** Max Weight	24t	1.8m Head Board	n/a	FORS Bronze	Y
** Std Bed Length	10.2m	Side Posts	n/a	FORS Silver	Y
Max Bed Width	2.4m	Exclusion Zone	N	Crossrail	Y
Overall length including Cab	13m	Moffett	Y	CLOCS	Y
Overall length with Moffett Mounty including Cab	14m	Hiab	N	Euro 6 Plus	Y

### Notes:

- \* Lengths are bed lengths, permissible overhangs are in line with DVSA requirements. Cab heights vary from 3.62m to 3.94m – if you have a height restriction, please contact the transport office.
- \*\* Where Moffetts are fitted overhang is not permissible. Curtain sided vehicles height can vary from 4.2m 4.7m – if you have a height restriction, please contact the transport office. The above does not take into consideration if the vehicle has an adjustable fifth wheel coupling system.
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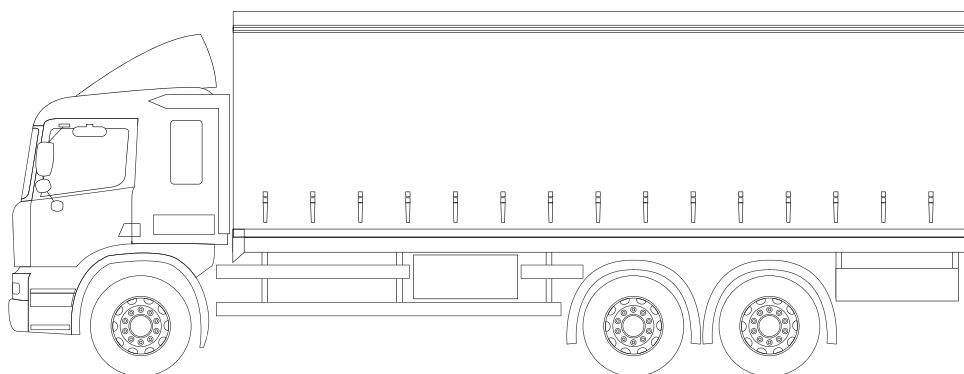
# Curtain Sided Vehicles – Articulated or Rigid Vehicle with Covered Back continued

## Rigid Demountable Curtain Sided



Standard Dimensions		Optional		Approvals	
**** Max Weight	8t	1.8m Head Board	n/a	FORS Bronze	Y
* Std Bed Length	7.8m	Side Posts	n/a	FORS Silver	Y
Max Bed Width	2.4m	Exclusion Zone	N	Crossrail	Y
Overall length including Cab	10.9m	Moffett	N	CLOCS	Y
		Hiab	N	Euro 6 Plus	Y

## Rigid 6 Wheeler Curtain Sided



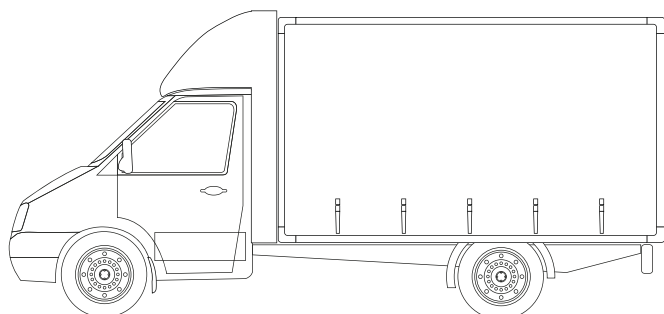
Standard Dimensions		Optional		Approvals	
*** **** Max Weight	14t	1.8m Head Board	n/a	FORS Bronze	Y
** Std Bed Length	8m	Side Posts	n/a	FORS Silver	Y
Max Bed Width	2.4m	Exclusion Zone	N	Crossrail	Y
Overall length including Cab	10.9m	Moffett	Y	CLOCS	Y
Overall length with Moffett Mounty including Cab	11.9m	Hiab	N	Euro 6 Plus	Y

### Notes:

- \* Lengths are bed lengths, permissible overhangs are in line with DVSA requirements. Cab heights vary from 3.62m to 3.94m – if you have a height restriction, please contact the transport office.
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# Curtain Sided Vehicles – Articulated or Rigid Vehicle with Covered Back continued

## Pick Up Curtain Sided



Standard Dimensions		Optional		Approvals	
**** Max Weight	1.2t	1.8m Head Board	N	FORS Bronze	n/a
* Std Bed Length	3m	Side Posts	N	FORS Silver	n/a
Max Bed Width	2.4m	Exclusion Zone	n/a	Crossrail	n/a
		Moffett	n/a	CLOCS	n/a
		Hiab	n/a	Euro 6 Plus	N

### Notes:

- \* Lengths are bed lengths, permissible overhangs are in line with DVSA requirements. Cab heights vary from 3.62m to 3.94m – if you have a height restriction, please contact the transport office.
- \*\* Where Moffetts are fitted overhang is not permissible. Curtain sided vehicles height can vary from 4.2m 4.7m – if you have a height restriction, please contact the transport office. The above does not take into consideration if the vehicle has an adjustable fifth wheel coupling system.
- \*\*\* Where Moffetts are fitted this will reduce the max weight the vehicle can carry.
- \*\*\*\* Maximum vehicle weight is also subject to volume. The vehicle may reach its maximum volume before reaching its maximum weight.

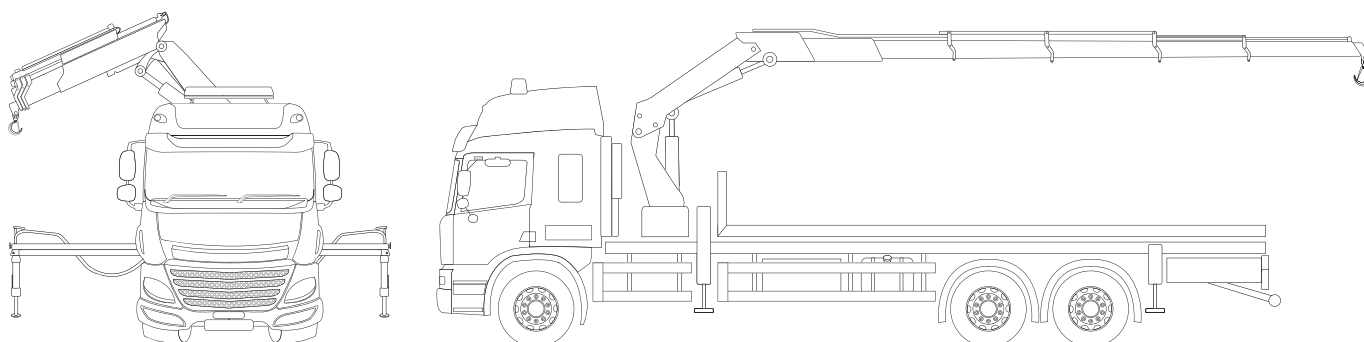


# HIAB VEHICLES

## Rigid Vehicle, Flat Bed with Crane Mounted on the Front or Rear

Hiab vehicles have a flat carrying area with a Hiab jibbed crane. They require a certified operator.

### Hiab with Crane



Standard Dimensions		Optional		Approvals	
**** Max Weight	11t	1.8m Head Board	Y	FORS Bronze	Y
Max Weight for Non Low or Ultra Emission Zones	14t	Side Posts	N	FORS Silver	Y
** Std Bed Length	Various	Exclusion Zone	N	Crossrail	Y
Max Bed Width	2.4m	Moffett	N	CLOCS	Y
Overall length including Cab	11.7m	Hiab	Y	Euro 6 Plus	Y

#### Notes:

- \* Lengths are bed lengths, permissible overhangs are in line with DVSA requirements. Cab heights vary from 3.62m to 3.94m – if you have a height restriction, please contact the transport office.
- \*\* Where Moffetts are fitted overhang is not permissible. Curtain sided vehicles height can vary from 4.2m 4.7m – if you have a height restriction, please contact the transport office. The above does not take into consideration if the vehicle has an adjustable fifth wheel coupling system.
- \*\*\* Where Moffetts are fitted this will reduce the max weight the vehicle can carry.
- \*\*\*\* Maximum vehicle weight is also subject to volume. The vehicle may reach its maximum volume before reaching its maximum weight.

**NB** For the Hiab to operate there must be sufficient space either side (1.5m) for the supporting legs to be extended. Crane can be rear mounted on rigid vehicles. Material can be pre-slung at an extra cost.

- » PURLINS
- » FRAMING
- » DRY LINING
- » CABLE MANAGEMENT
- » CUSTOM ROLL FORMING

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voestalpine Metsec plc does not operate its own transport fleet but only use operators that are fully compliant and striving to meet environmental standards.

It is the site operator's responsibility to ensure safe offloading areas and working practices are adopted in line with HSE requirements.

TSP-6

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ONE STEP AHEAD.