



Mass movement when uncoupling a truck trailer

When a truck trailer (container, swap body...), is uncoupled, a part of its weight is transferred to its landing gears. The truck trailer can tip over if some cautions are not taken.



How can you avoid that risk?



Are you located in a dedicated logistic area?

Before uncoupling the trailer, take care of those following points:



1

Is **the floor** resilient enough?



2

Are **the landing gears** correctly placed and locked (wheel-clamps, boots, pins...)?



3

Is **the weight** uniformly distributed in the trailer?

Never forget!

