ROAD PLATE LIFTER
Heavy duty trench plate lifting made safer.

www.ranger.com.au
ROAD PLATE LIFTER

The Road Plate Lifter’s revolutionary design was first patented in 1981 and has become an industry standard for lifting of all steel road plates across the world. The dovetail design gives our heavy-duty Lifters an advantage of safety, ease of use and reliability compared to any other road plate lifting designs or systems.

The Road Plate System consists of a receiver plate and a lifting tool. The receiver is flush welded into the centre of each steel trench plate. Being flush welded eliminates any potential trip hazards and, allows the plate to be stacked on top of each other creating easy storage.

The lifting tool is inserted into the receiver plate and locked into place. A hook is attached directly through the elongated hole of the lifter and your plate is ready to lift. There is no added shackle needed to attach to it allowing for easy, quick and most importantly safe use. Having the lifter connect directly into the plate also means that there are no threads to maintain or added routine maintenance programs.

Using the patented Road Plate Lifter means that there is no using a crow bar to lift up the plate making the user strain, and more importantly there is no need for the user to reach under a plate and put their hands dangerous positions, eliminating the chance of major injury, even during the installation of the weld-in plate. The tools are heat treated to provide a Working Load Limit of 5 tonne with a minimum of 4:1 safety factor meeting all the requirements of the relevant Australian Standards.

Ranger are proud to be the sole distributors of the Road Plate Lifter in Australia and New Zealand.
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WORKING REQUIREMENTS
Road Plate Lifters are designed to be used straight up and down (in the vertical line) and, not to be used for side pull or push. If the tools are dragged or pushed to the side or along the ground while in a steel plate stress will develop on the bottom “dove tail” part of the lifter, leading to or causing it to crack or break and/or the center plate to become pinched. If a tool is abused in this fashion, tool life will be shortened and the working load limit for the tool will be unknown.

LARGE PLATES
For extra-long plates, it is recommended that two tools be used with a spreader bar for stability and to minimize stress. The plate should be measured in thirds along its longest part and a weld in plate placed on each third division. In some cases for stiffer road plates two plates have been installed next to each other.

WELD IN PLATE
The weld in plate contains the female connector for all the lifting tool and is easily welded into items that are being lifted and/or lowered. When properly installed, the weld-in plate sits flush to the surface of the item it is welded into, eliminating any trip hazard.

The plate is designed for easy welding into road plates made of Grade A36, A50 or A992 steel. It takes approximately 20 minutes to install the weld-in plate in the centre of a 25mm thick road plate.

Manufacturers’ recommendation that plates should be load tested after welding in of the plate. Rangers' technical service representatives can come out to site once the plate has been welded in and can proof load test each plate.

MAINTENANCE AND INSPECTION
The plate requires no added routine maintenance but should be inspected (and tested if needed) at a minimum of yearly intervals as per Australian standards recommendation by a competent person (see Australian standard for competent person definition).

Once the plate has been welded into place Ranger’s technical team can come to site to proof load each plate.

<table>
<thead>
<tr>
<th>CODE</th>
<th>MODEL</th>
<th>WORKING LOAD LIMIT</th>
<th>WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>29010050</td>
<td>Weld in plate</td>
<td>5 Tonne</td>
<td>1kg</td>
</tr>
<tr>
<td>29010080</td>
<td>Road Plate Lifter</td>
<td>5 Tonne</td>
<td>2.1kg</td>
</tr>
</tbody>
</table>
WELDING INSTRUCTIONS

The plate requires no added routine maintenance but should be inspected (and tested if needed) at a minimum of yearly intervals as per Australian standards recommendation by a competent person (see Australian standard for competent person definition).

A. Cut a 116mm x 116mm hole in the desired location of the steel road plate. Hole must be 3mm larger than the weld in receiver plate or it could buckle from expansion during welding process.

B. Insert the weld in receiver plate 3mm below top surface of the steel road plate. This ensures that all road plates will stack on top of each other for storage and also takes away and trip hazard.

C. The weld should penetrate both road plate and receiver plate. If welded properly, the weld should be 1.5 times stronger than the receiver plate itself.

D. Ranger recommend all welding be carried out by a certified welder / boiler maker

E. Ranger recommend that each plate should be proof loaded as per requirements of Australian Standard AS4991.

F. Ranger recommend Inspections of welds should be carried out at a minimum of 12 monthly intervals. Do not paint anti-slip cover over the welds so they can be inspected.
'Service through knowledge'

We believe in delivering service through knowledge. That means we're always developing our knowledge and expertise in lifting, rigging and safety and sharing it with our clients.

We invest time and money to provide our clients with practical resources to help them improve their businesses, save time and money and most importantly, keep them safe at work.

'Happy with our service? Don't keep that quiet!'

We're not shy in asking for referrals. If you are happy with our service and our people, please pass our details onto your colleagues and friends. We're also committed to continuous improvement so give us a call if there is something we can do to service your business better.