

TERRACROSS[®]

TEMPORARY BRIDGE SYSTEM

USER AND INSTALLATION GUIDE

Version 02 - 07.29.2025



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Additional resources, including information about grounding, OSHA regulations, and other documents can be found at: sterlingsolutions.com/terracross-resources/ or by scanning the QR code below.



Introduction

This User's Guide was developed with the primary objective of informing and educating Sterling employees as well as customers/users who will be self-performing all, or parts of a TerraCross bridge system installation.



Example of an installed TerraCross bridge system.



Expanded view of Sterling's TerraCross 56 bridge system including beam assemblies, bearing mats, decking mats, and handrails. Other TerraCross bridges may include different components.

Recommended Uses and Applications

TerraCross is an engineered temporary access solution for construction sites that allows mobile equipment to cross streams, ditches, trenches, and obstacles, and to protect existing infrastructure from damage from mobile equipment point loads and rolling forces, such as shallow underground service utilities or bridges without the load capacity to support heavy equipment.

Disclaimer: TerraCross bridges are not intended to be permanently installed crossing structures, nor should they be used for non-construction or any other uses.



TerraCross bridge being used over an existing low, capacity bridge.

TerraCross bridge being used to cross over river without an existing bridge or crossing available.

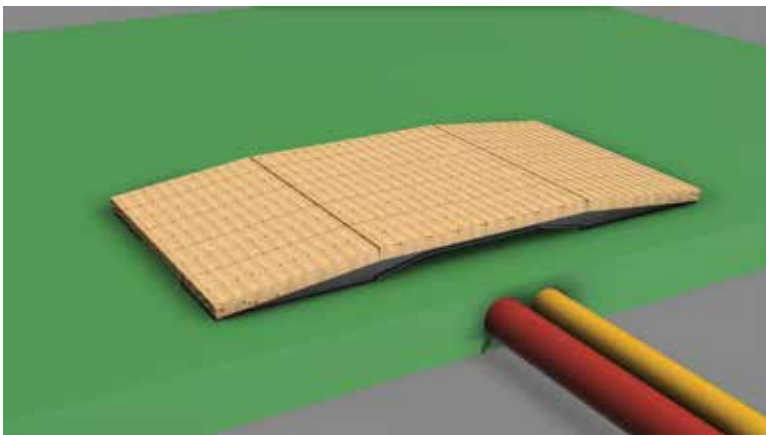


Illustration of a TerraCross bridge being used to cross over underground utilities, such as gas pipelines or fiber optic cables.

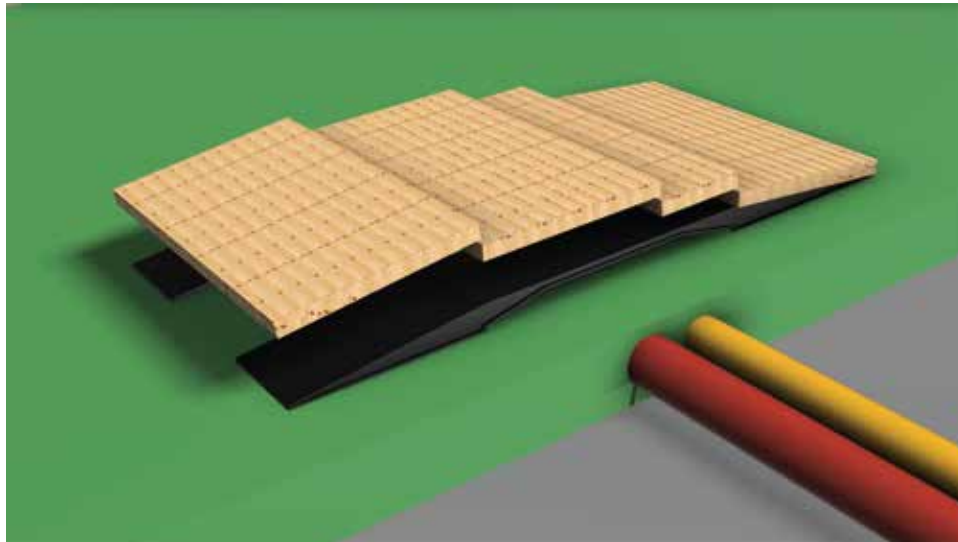
Product Overview

Sterling's TerraCross bridge system is currently available in three (3) variations including a 28 ft "Airbridge", a 40 ft crossing bridge, and a 56 ft crossing bridge. This overview will cover these variations starting with the shortest span product and proceeding to our largest span product.

TerraCross 28 - "Airbridge"

Product Features

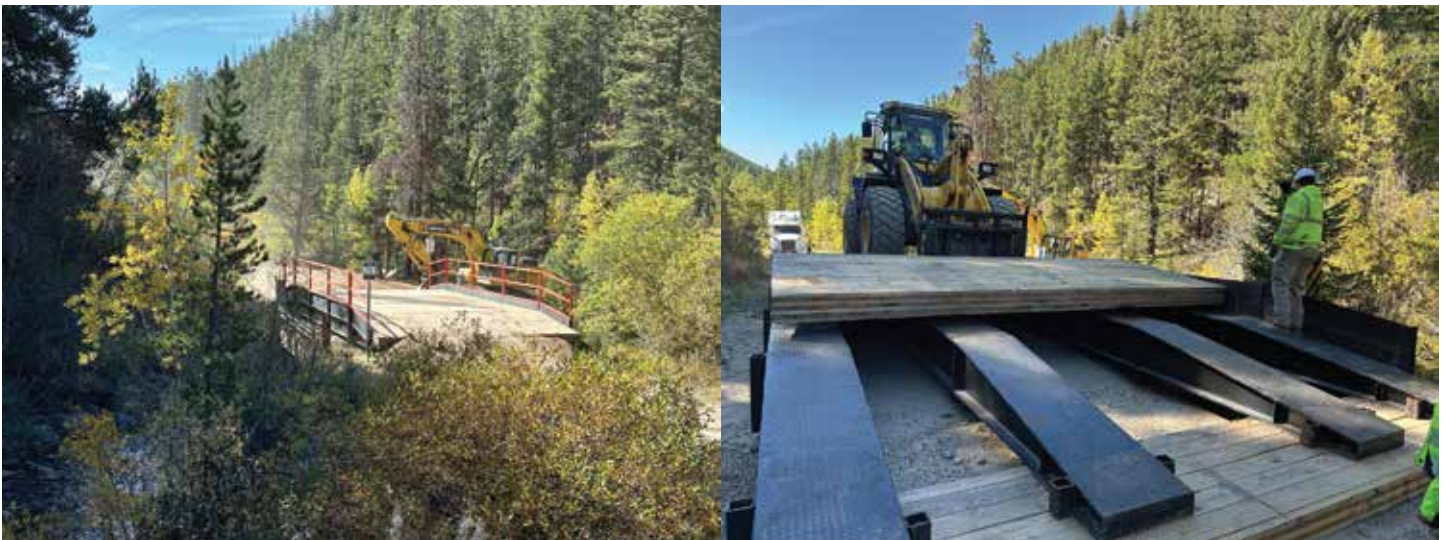
- 2 rail system with Terralam 504/508 CLT Decking
- Overall length of 26' 9.75" with a free span of 12'
- Overall width of 14'
- Single truckload system (economic freight cost)
- Typically, the Airbridge can be installed and ready in 1-2 hours on most projects where access and site prep work scope are minimal.
- Bridge Capacity: 200,000lbs live load



TerraCross 40

Product Features

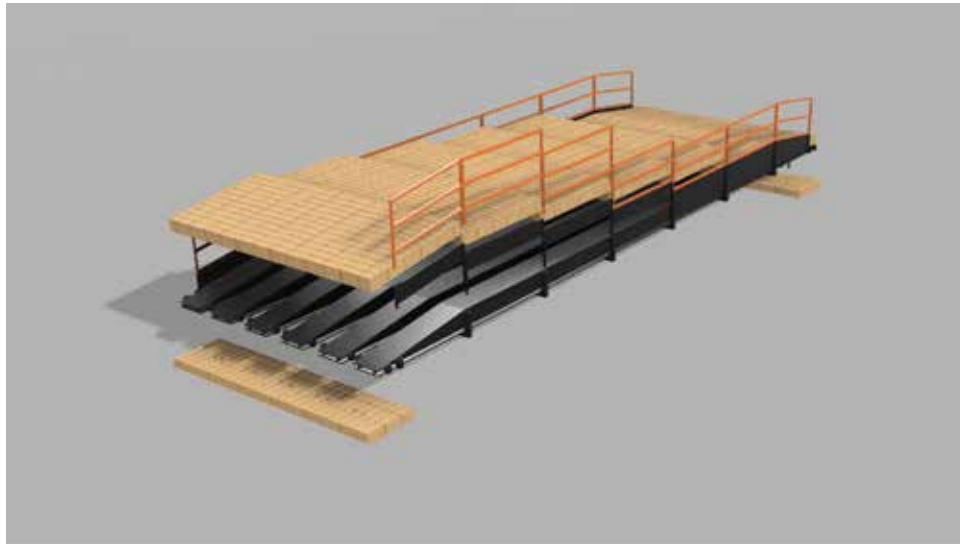
- 4 rail system
- Terralam 708 CLT decking
- Overall length of 40' .5" with a free span of 35'
- Overall Width of 18'
- Single truckload system (economic freight cost)
- Typically, Terracross 40' can be installed and ready in 4-8 hours on most projects where access and site prep work scope are minimal
- 36" OSHA Safety Handrails
- Bridge Capacity: 200,000lbs live load



TerraCross 56

Product Features

- 4 or 6 rail system
- Terralam 708 CLT decking
- Overall length of 56' .5" with a free span of 50'
- Overall Width of 18'
- Dual truckload(s) system (economic freight cost)
- Typically, Terracross 56" can be installed and ready in 4-8 hours on most projects
- here access and site prep work scope are minimal.
- 36" OSHA Safety Handrails
- Bridge Capacity(s)
 - 4 - beam capacity: 130,000lbs live load
 - 6 - beam capacity: 200,000lbs live load



Site and Product Selection Considerations

****IMPORTANT** Bridge planning should be conducted by experienced individuals, and if possible, individuals familiar with the actual behavior(s) of the streams, obstacles, or other types of spans being crossed. In some applications, civil or structural engineers should be brought into the design/engineering phase to ensure a safe and robust crossing.**

Primary among the specific TerraCross bridging product selection considerations are:

Span/Beam option(s)

- Consider a stream's present water-level state (and possible future levels) before finalizing the span selection.
- Consider the landing and adjacent soil conditions before finalizing both the span selection and the crossing location.
- In some instances, soil testing may be required.
- For streams, straight span sections are preferred to bends/crooks as the crossing location as currents (particularly following storm surge) may undermine and erode the banks.
- Evaluate the risk that a planned cross location may need to be changed and/or moved during the project. Plan for the "worst-case" scenario.
- Evaluate the fully loaded weights (equipment, plus fuel, plus the load) of the vehicles that will be utilizing the crossing.

Ancillary Products and Services (optionally offered by Sterling)

- Local environmental and permitting requirements.
- Responsibility of the contractor, bridge user.
- Site planning and Install planning services
- Site preparation
- Special Engineering services, if required, are the responsibility of the contractors, bridge user.
- Environmental - Plan to protect streams and rivers from possible biological or chemical hazards and contaminants.
 - **Note: Sterling has products (geo-textiles) and other processes available to act as countermeasures and protection against inadvertent spills and other hazards.**
- Special rigging/logistics requirements promote timely and successful installations.

- Comply with all OSHA Regulations as they may impact bridge installation and use including, but not limited to, the following:
 - Duty to have fall protection:
<https://www.osha.gov/laws-regs/regulations/standardnumber/1926/1926.501>
 - Working over or near water:
<https://www.osha.gov/laws-regs/regulations/standardnumber/1926/1926.106>
- Use qualified and experienced workers and vehicle drivers. Stay within safe limits for 1) vehicle speeds while traversing on bridges and 2) know the loads/weights (equipment, fuel, and load combined) before crossing.
- Conduct training and daily “stand-down” meetings to recap key safety points to workers associated with bridge crossing(s).
- Perform **DAILY BRIDGE INSPECTIONS** prior to use:
 - If an unsafe or questionable condition is identified during the daily inspection or at any time, **STOP BRIDGE USE** until the unsafe condition is corrected.
 - Visually identify the crossing (from both directions) to determine if any areas are unsafe. If so, use warning/caution signage and erect a barrier of some sort to ensure that it is NOT used.
 - Perform preventative maintenance and upkeep of the bridge components, and the bridge cribbing (if applicable).

Dimensions, Weights, and Capacities

	TerraCross 28	TerraCross 40	TerraCross 56-4	TerraCross 56-6
Beam Count	2	4	4	6
Overall Length	26' 9.75"	40' 1/2"	56' 1/2"	56' 1/2"
Free Span	12'	35'	50'	50'
Width	14'	18'	18'	18'
Hand Rail Height	N/A	3' 6"	3' 6"	3' 6"
Transitions: See below	9"	1' 9.5"	1' 10"	1' 10"
	Capacity (lbs/live load)			
Load Bearing Capacity	200,000	200,000	130,000	200,000
Total Bridge Weight	15,000	44,000	66,000	84,000

Ground to Bridge Transitions

TerraCross bridges are installed above grade and will include a transition from ground level to bridge level that may span several inches. Additional matting (or rock/other substrate) is typically required on an installation to smooth a vehicle's transition onto the bridge. The areas in yellow designate the area to be filled in for transition.

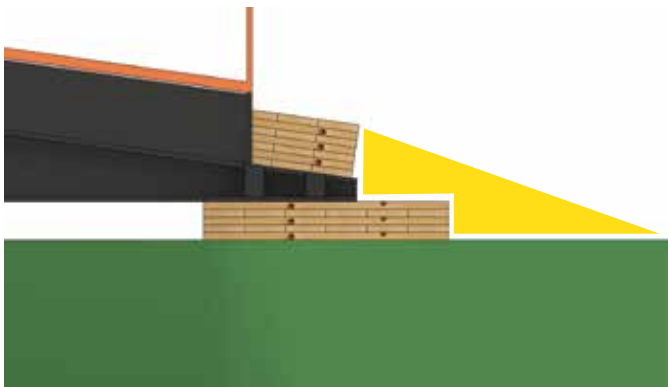
TerraCross 28 - "Airbridge"

The Airbridge does not use a bearing mat and has a total transition height of 9 inches. *(Transition area is highlighted in yellow)*



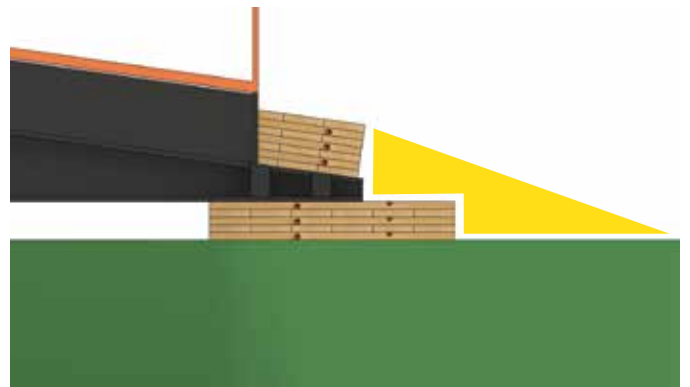
TerraCross 40

The TerraCross 40 bridge has a total transition height of 21.5 inches. *(Transition area is highlighted in yellow)*



TerraCross 56

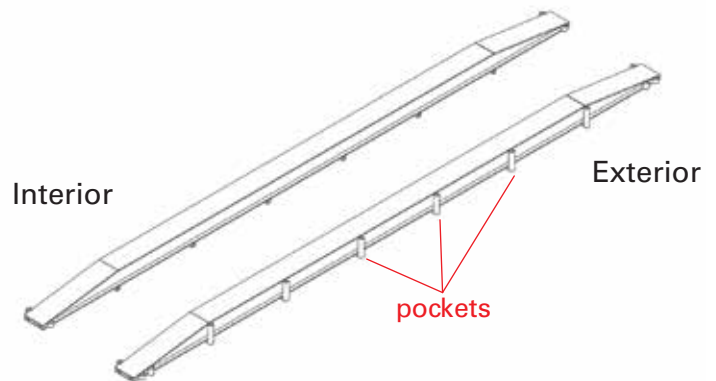
The TerraCross 56 bridge has a total transition height of 22 inches. *(Transition area is highlighted in yellow)*



Interior and Exterior Beam Assembly

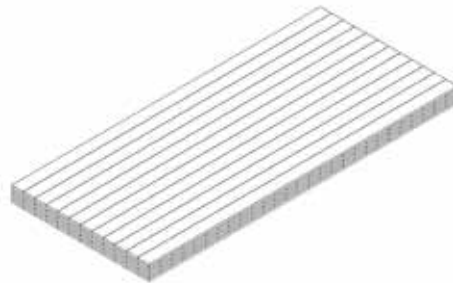
Exterior Beams have additional pockets along one edge for installation of the Deck Curb and OHSA handrails. Beam length is dependant on bridge model.

Airbridges do not have pockets on the rails.



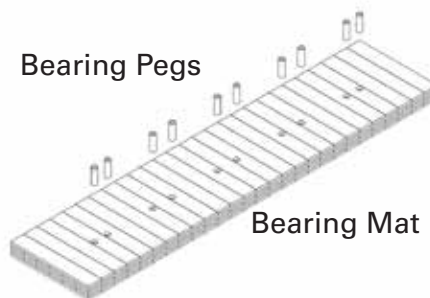
Decking Mat

Deck mats may be TerraLam 708, 508, or 504 depending on bridge model. 708 have 7 layers and 508 have 5 layers. 504 also has 5 layers and is half size of the 508.



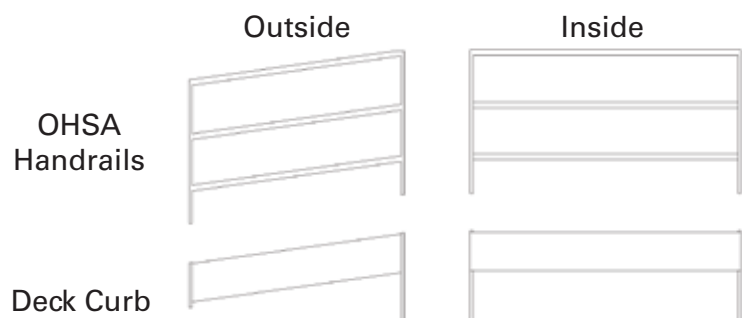
Bearing Mat and Bearing Pegs

Bearing mat is a modified TerraLam 504 cross-grain mat with peg hole count dependant on bridge model.



Inside and Outside Deck Curb and OHSA Handrails

Inside pieces will have a rectangular profile with 90 deg corners. Outside pieces will be angled to fit the ramp profile at either end of the bridge.



Product Details and Bill of Materials

TerraCross 28 - "Airbridge"

Component	Weight'	Qty	Total
Beam Assembly	4,250	2	8,500
5Ply - 14 CLT	1,332	3.5	4,662
Total System Weight*			15,000

TerraCross 40

Component	Weight'	Qty	Total
Exterior Beam Assy	4,700	2	9,400
Interior Beam Assy	4,550	2	9,100
Deck Curb (Outside 1)	85	2	170
Deck Curb (Outside 2)	85	2	170
Deck Curb (Inside)	110	6	660
OSHA Hand Rail (Outside)	80	4	320
OSHA Hand Rail (Inside)	95	6	570
Bearing Peg	10	16	160
7 Ply 18' CLT (Bridge only)	3,496	5	17,480
Bearing Mat (504)	18' 504's	2	2,497
Total System Weight*			44,000

TerraCross 56 (4 and 6 beam version)

Component	Weight'	Qty	Total
Exterior Beam Assy	8,100	2	16,200
Interior Beam Assy (4 beam/6 beam)	7,900	2/4	15,800/31,600
Deck Curb (Outside 1)	85	2	170
Deck Curb (Outside 2)	85	2	170
Deck Curb (Inside)	110	10	1,100
OSHA Hand Rail (Outside)	80	4	320
OSHA Hand Rail (Inside)	95	10	950
Bearing Peg (4 beam/6 beam)	10	16/24	240
7 Ply 14' CLT (Bridge deck only)	2,720	7	19,040
Bearing Mat (504)	18' 504's	2	1,943
Total System Weight* (4 beam/6 beam)			66,000/84,000

* Stated total bridge weight is based upon decking and bearing mats with an approximate moisture content of 19%. Actual weight may vary depending on moisture content of the mats

Permitting and Environmental

Important: Based on liability and ongoing conformance requirements associated with site permitting, Sterling does not make application for, or otherwise obtain, permitting for bridge use on crossing projects. During the project planning phase, User's and Contractors should make provision for permitting of the installation and use (if required).

It is not uncommon, based on various water protection and conservation acts, that a DNR, EPA, or other governing municipality/agency may require permitting before the use of a bridge.

Common concerns among regulatory agencies are “spill” related, typically oil and petroleum-based products from the vehicles crossing a body of water, as well as other contaminants falling into the stream during bridge construction, use, and de-construction.

Contact your Sterling Representative for products (Example: Geo-Textiles) that may be added to bridge decks to assist with your spill mitigation initiative.

TerraCross Installation Introduction

Equipment

Like any project, safe and efficient installation begins with the right equipment. Sterling recommends the use of properly sized and configured equipment, along with skilled operators, to ensure safety during the unloading, transport, and installation process. Typical equipment includes front-end loaders and excavators with a reach of at least 20' with suitable rigging points, hydraulic thumbs, or specialized mat grapples.



Personnel

Sterling suggests having qualified personnel operating the heavy machinery as defined by the contractor. Having trained spotters with wireless communication is critical to the successful installation of the TerraCross bridge. During every installation by on-Sterling personnel, a qualified Sterling team member must be in attendance to ensure a safe and efficient installation.

TerraCross Installation Introduction

Site Conditions

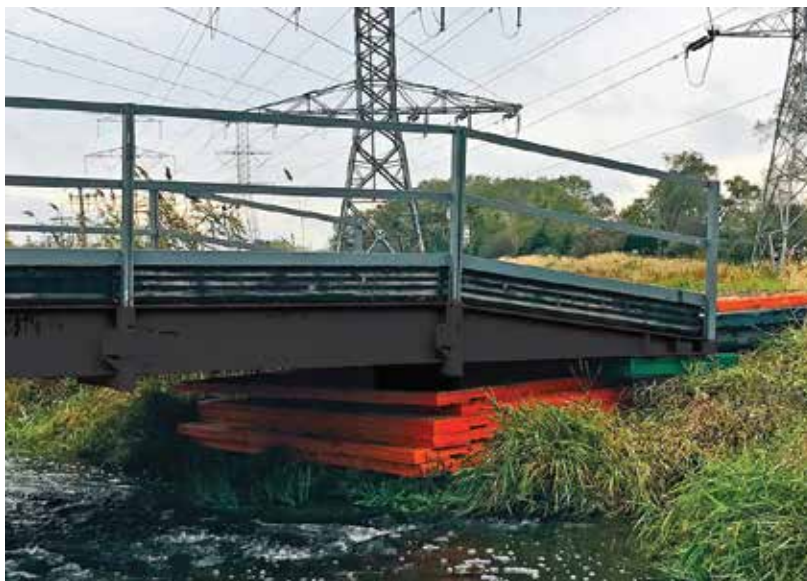
It is the responsibility of the installation crew to understand the integrity of the soil and surrounding soil conditions before installing the bridge. If there is any question, an expert should be brought in to obtain precise ground-bearing capacity measurements prior to installing the bridge.

Ground surface Preparation

Creating a level and stable area for the bearing mats is the most critical aspect of a successful installation. Prior to installing any bridging product, ground conditions should be evaluated. Before choosing the crossing location, take measurements and find the best space where the banks are equal in height and level as possible. If the ground in the best crossing location is uneven or not in the proper condition, care must be taken to prepare the site to ensure a uniform bearing surface for the mats. Please contact your Sterling representative or other experienced professional for further assistance.

Many sites will need some form of excavation to create stable, level surfaces. Please check with 811, or other local utility locators, and the ROW environmental team to determine if ground disturbance is acceptable. Care should be taken to remove any significant stones or tree stumps that would interfere.

When working along a creek bed, erosion may cause a shelf to form along the bank that cannot support the weight of the bridge without additional matting support. Use matting to backfill under the shelf so the bearing mats and beams will have the support of the ground and backfilled mats. If this is not a viable option, please consider a different location.



TerraCross 28 - Airbridge Installation

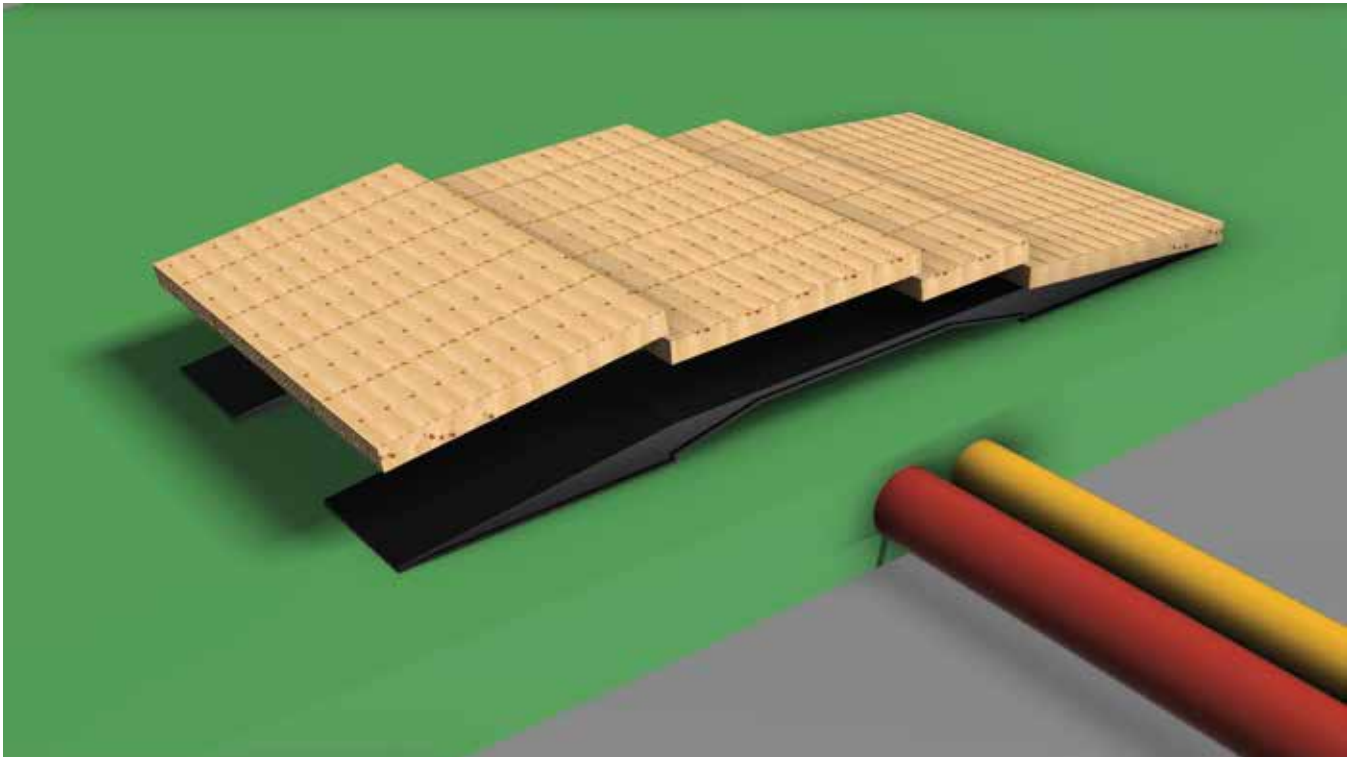
Note: The installation guide starting on the following page for the TerraCross 40 and 56 product(s), serves as general guidance for the TerraCross 28 Airbridge. Please review those pages first for an understanding of how the installation should be performed and adjust accordingly to the variations for the Airbridge. The Airbridge is much simpler to install as it includes fewer parts.

1. Parts differences

- A. 2 structural steel beams (vs. 4 or 6 for the TerraCross 40 and 56, respectively)
- B. No OSHA handrails
- C. No bearing mats or pins to anchor the beams

2. Setup

- A. Set the outside-to-outside edges of the 2 beams to 13'8"
- B. Place decking mats across the top of the rails
 - I. Full size decking mats at each ramp
 - II. Full size and half size decking mats across the center



TerraCross Bridge Installation (40 and 56)

TerraCross 40 and 56 Installation

Step 1 - Unload the Bridge

The TerraCross bridge system will arrive on standard flatbed truck(s). The safest way to get the components to the installation area is to have the truck proceed down the ROW to the staging area. If not, using an excavator or frontend loader, move the components safely down the ROW to the installation area. The order to remove items from the truck is as follows: beams, curbs and railings, and then bearing and decking mats.



TerraCross Bridge Installation (40 and 56)

Step 2 - Place Bearing Mats

Once the ground is prepared, construction can begin on the TerraCross bridge. A 4-foot bearing mat with pre-cored holes and pegs is included with the kit. When ground conditions are not optimal, it's a best practice to place the 4-foot bearing mat on another mat like an 8-foot TerraLam 500 mat.

If you are placing the 4-foot bearing mat on the ground, please check if the mat is level and not teetering.

If you are using a TerraLam base for the bridge, place the 4-foot bearing mat first. Clear the top of the base mat to ensure there is no mud or debris that would cause the upper mat to teeter. Place the 4-foot bearing mat in about the center of the lower mat with the pegs facing up. After you place each mat, check that they are level and not teetering. Any teetering in the mats is unacceptable and should be fixed before proceeding.

Once mats are in place, check measurements to make sure you have the correct spacing between the bearing mats.



TerraCross Bridge Installation (40 and 56)

Step 3 - Place Beam Assemblies

Once the bearing mats are in place, move onto placing the steel beams.

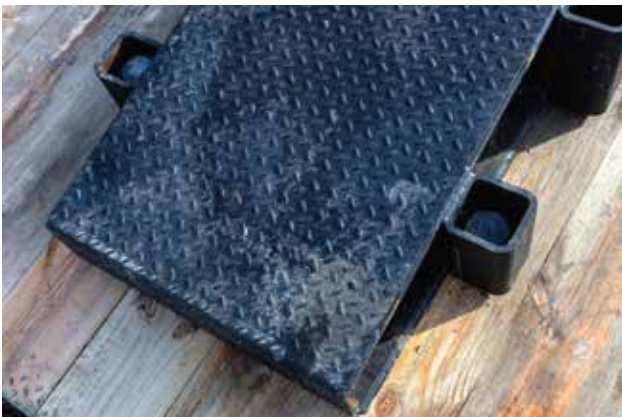
Communication between the equipment operator and spotter is critical to landing the beams onto the pins. The two most common ways to place the beam is with a grapple or slings.



Using a matting grapple on an excavator with at least a 20-foot reach, pick up the beam in the center span and then carefully maneuver it onto the pegs.



If you need to use slings, tag lines and additional groundsmen are needed to maneuver the beam.



Once you lay down the first beam, you will clearly see the levelness of the bearing mats. Don't hesitate to remove the beam and adjust the bearing mats. It's worth taking the extra time to get the bearing mats perfectly level and square so the rest of the installation can go smoothly and the bridge safely installed. Once you get the first side of the pins, you can reposition the 4-foot bearing mat slightly to get it to line up with the pins on the other side of the obstacle. Again, communication between the spotter and the operator is essential to success.

TerraCross Bridge Installation (40 and 56)

Step 4 - Install Curb and Decking

If you are using a geotextile as part of your SWPPP plan, install it before placing the decking. Geotextiles will help keep debris from leaving the bridge and entering the waterway.

Start off by placing the first decking mat onto the bridge, and then install the curbs by sliding them into the square tube on the outside beams. The flat portion of the curb faces in toward the decking. Then take a moment to build up the approach ramp to the bridge from the ROW using TerraLam mats.

You will then continue to place curb and decking mats over the TerraCross bridge until you get to the other end where you will create the approach ramp for that side of the bridge.

Depending on the size of the equipment used, please use caution as you have limited space on the bridge. Also, be aware in adverse weather conditions, the decking mats may be slick due to rain, ice, or mud.



TerraCross Bridge Installation (40 and 56)

Step 5 - Install Railing and Visual Inspection

Once the decking is placed on the steel beams, slide your OSHA-compliant handrails through the holes on the curb if present, and into the pocket to keep them secure. There are two types of handrails, flat ones for the interior sections, and angled ones for the exterior sections. Please take care to avoid pinch points as you install the railing.



After a visual inspection of the installed components, the bridge is complete.

Maintenance and Removal

Maintenance

Visual inspections should occur daily or relative to the amount of bridge usage:

- Bearing mats – Check if any shifting has occurred
- Decking mats – Look for gaps forming between mats
- Mat ramp on either side of bridge – Look for mats loosening up or shifting
- Handrails – Look to see if the handrails are staying tight in their slots

Removal

Removal happens in reverse order of installation. As you remove the components, please check for any potential damage and note it for further inspection.

1. Remove the handrails
2. Remove the curbs
3. Remove the decking
4. Remove the beams
5. Remove the bearing mats
6. Check area for debris and remove as necessary



Overview and General Load Layout

Please use the following loading diagrams to ensure the load conforms to Department of Transportation standards. The diagram below assumes a minimum of 48-foot flatbed trailer and 18 ratcheting straps that are 4-inches wide with a minimum working load of 5,500 lbs.

The TerraCross 56 bridge will need 2 trucks for shipping.

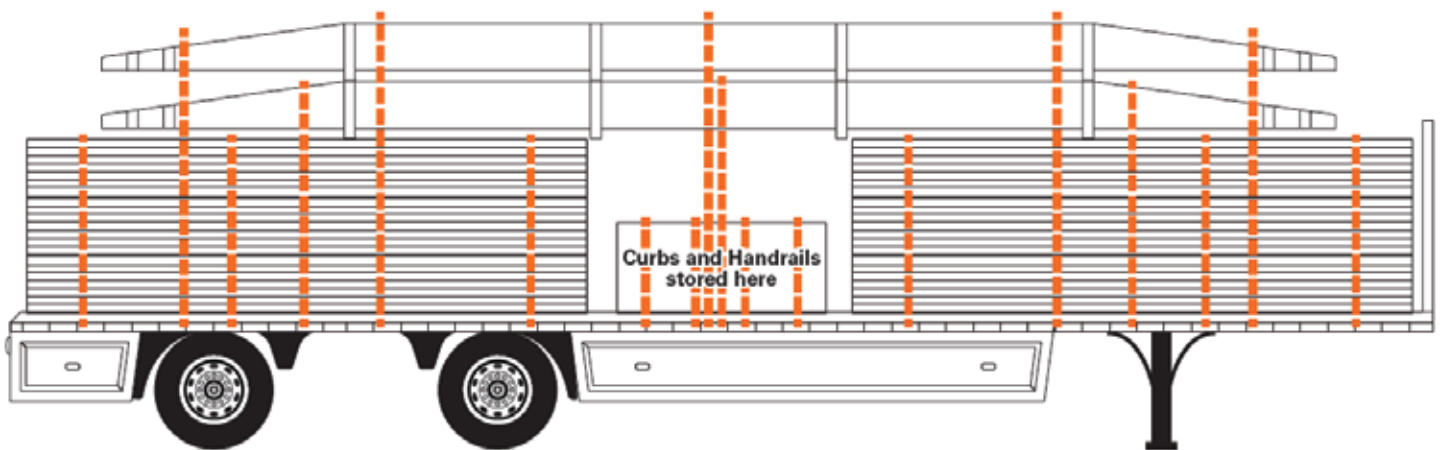
TerraCross Components

TerraLam 700 or 500 CLT Mats (depending on model)

TerraLam 504 Bearing Mats (side by side)

Beams

Assorted pegs, curbs, handrails

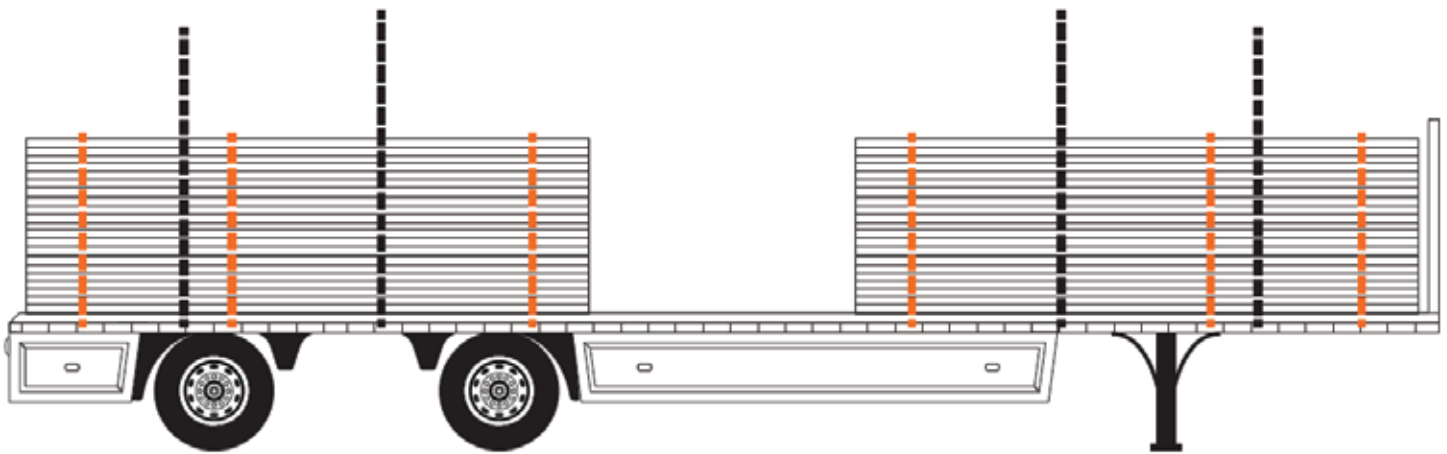


Step 1

Six (3) Straps Needed

Load the TerraLam 700 + 500 mats onto the trailer. Three straps will be placed on each of the mats with a space left for 2 additional straps for each set of mats (as seen in black) that will be added in Step 4.

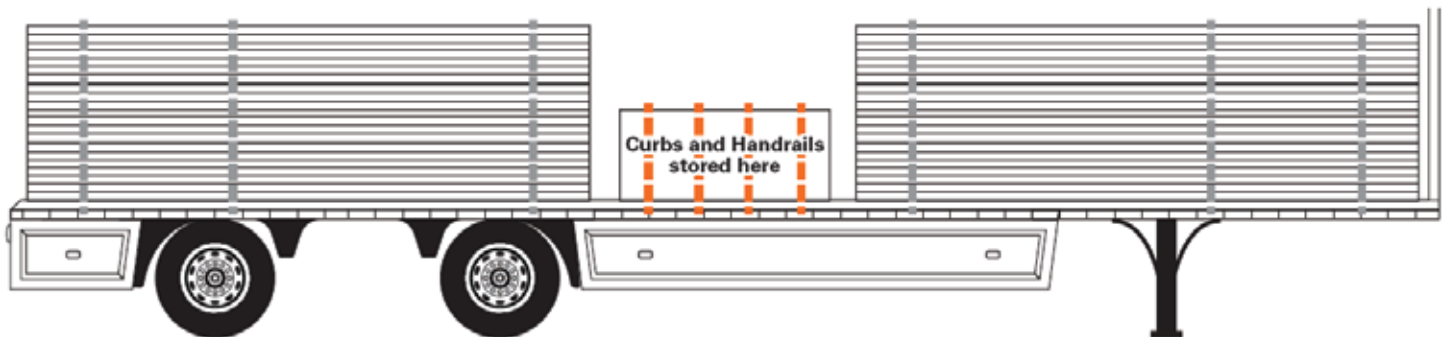
NOTE: Please place dunnage around pegs to avoid damaging them.



Step 2

Four (4) Straps Needed

Place the curbs and handrails between the mats and secure them with four straps.

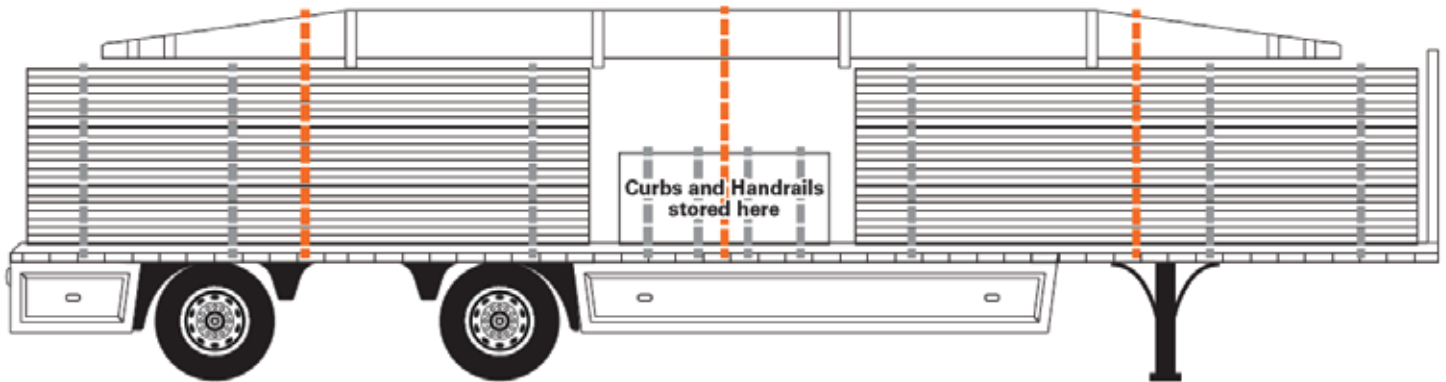


Fastening hole locations on bonding adapter

Step 3

Three (3) Straps Needed

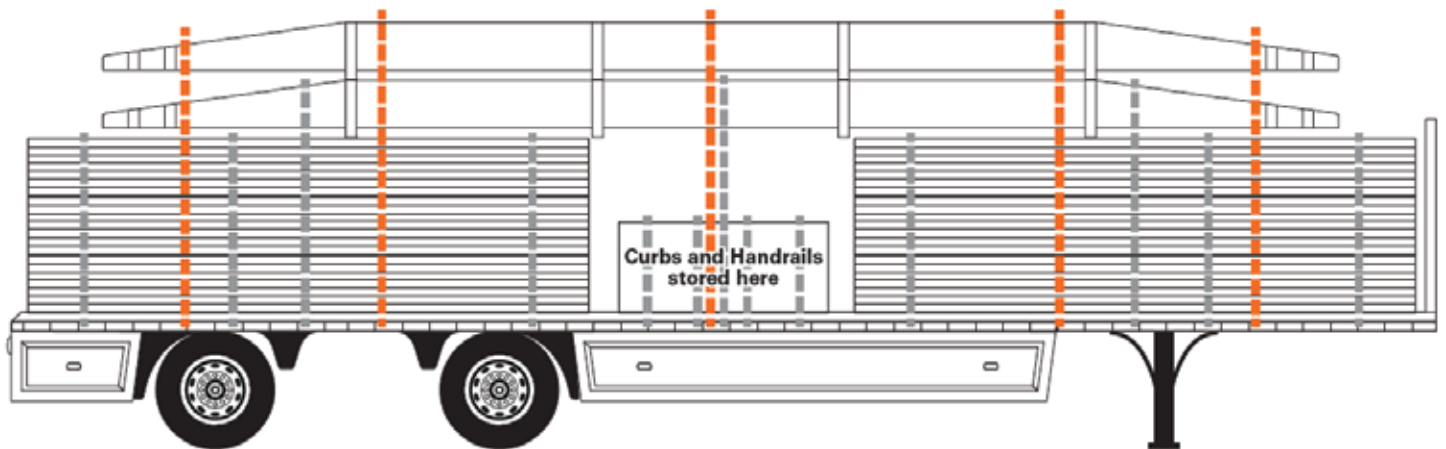
Place the first row of beams on the TerraLam mats and secure with three straps as shown.



Step 4

Five (5) Straps Needed

Place the second row of beams and secure with five straps which includes the two additional straps for each set of mats mentioned in Step 1.



Pre-ship 26 point Inspection (TC-PS001)

TERRACROSS™ BRIDGE INSPECTION

Unit # _____
Inspection Location: _____
Inspected By: _____
Inspection Date: _____
Next Inspection Due: _____



STERLING

Sterling Equipment Leasing, LLC
501 E. 151st Street
Phoenix, IL 60426

ACTION KEY	
Passed Inspection-Service Performed	☒ or X
Service Recommended (Operational)	S
Repair or Replacement Required (Non-operational)	R

ON RENT PROCESS

Bridge will be loaded with the following items:

40 foot - (4) beams, (5) deck mats, (2) bearing mats, (4) angle curb, (4) angle rails, (6) straight curb, (6) straight rails, and (2) 100 ton signs with posts.

56 foot - (4) beams, (7) deck mats, (2) bearing mats, (4) angle curb, (4) angle rails, (8) straight curb, (8) straight rails, and (2) 65 ton signs with posts.

56 foot - (7) beams, (7) deck mats, (2) bearing mats, (4) angle curb, (4) angle rails, (8) straight curb, (8) straight rails, and (2) 100 ton signs with posts.

All items will be iAudited out to the company taking on rent.

OFF RENT PROCESS

1. Rental & Logistics Manager will be notified from logistics when a bridge is coming back from a job to SEL.

2. Upon arrival, the above items must all be accounted for. Anything that is missing or damaged must be identified immediately. Any damages will have pictures taken while still on the trailer and noted on the Bill of Lading, before unloading and signing for shipment. Bridge will also be iAudited in with pictures of all pieces.

3. After the bridge is off loaded, it will be cleaned as neccessary. A thorough inspection will then be conducted per the back of this sheet. Any damages or repairs will be annotated at that time and an estimate of repairs will be forwarded to the project manager to be charged to the job within 24 hours. If the damages were deemed to happen during transit, the logistics team will be involved to recoup the cost of damage.

4. Based on the extent of damages, the Fleet Maintenance Manager will approve repairs as required. Once all repairs have been made, the bridge will be stacked in its designated area, 4 beams side by side and mats stacked on top. The rails will be palletized and bound preparing for the next rental opportunity.

5. Fleet Maintenance Manager will notify the Rental & Logistics Manager that the bridge is ready for rent again.

Pre-ship 26 point Inspection (TC-PS002)

TERRACROSS™ BRIDGE INSPECTION

Unit # _____
 Inspection Location: _____
 Inspected By: _____
 Inspection Date: _____
 Next Inspection Due: _____



Sterling Equipment Leasing, LLC
 501 E. 151st Street
 Phoenix, IL 60426

ACTION KEY		
Passed Inspection-Service Performed	☒	or X
Service Recommended (Operational)		S
Repair or Replacement Required (Non-operational)		R

BEAMS		NOTES
Structural Integrity		
Weldments		
Deformation		
Rusting		
Pockets		
Paint		
Other:		
RAILING & CURB		
Structural Integrity		
Weldments		
Deformation		
Rusting		
Paint		
Other:		
BEARING MATS		
Deformation/Surface Wear/Edge		
Boards Peeling		
Boards Broken		
Pegs		
Paint on Perimeter		
Contamination		
Other:		
DECKING MATS		
Deformation/Surface Wear/Edge		
Boards Peeling		
Boards Broken		
Paint on Perimeter		
Contamination		
Other:		

Bridge Installation Checklist (TC001)

TERRACROSS™ BRIDGE FIELD INSTALLATION INSPECTION

Unit #'s _____

Inspection Location: _____

Inspected By: _____

Inspection Date: _____



OVERALL INSTALLATION:	Checked
1) PROPER CROSSING LOCATION PER ACCESS PLAN	
2) OVERALL SPAN DOES NOT EXCEED MAXIMUM SPAN ALLOWABLE (REFER TO USERS GUIDE)	
3) BRIDGE SHALL BE LEVEL INSPAN AND SIDE TO SIDE (ADJUST BEARING MATS HEIGHT AS REQUIRED)	
4) TRANSITIONS FILLED - (OPTIONS: MATTING, ROCK, SOIL BUILD UP)	
5) BEARING MATS SHALL BE ON A FLAT-LEVEL SURFACE (PREP GROUND AS REQUIRED)	
6) BEAMS PROPERLY PEGGED TO BEARING MAT AND STABLE	
CRIBBING/BANK SUPPORT:	
7) CRIBBING IS STABLE WITH NO RISK OF EROSION OR DECAY (ENTER N/A IF NO CRIBBING)	
7a) CHECK THIS BOX IF CRIBBING WAS STERLING DESIGN	
7b) CHECK THIS BOX IF CRIBBING ENGINEERING WAS PROVIDED	
8) OTHER (SPECIFY) _____	
HAND RAILS (NOTE: MUST BE INSTALLED):	
9) ALL HAND RAILS INSTALLED - FULL SPAN/BOTH SIDES	
10) LEGS SEATED PROPERLY INTO THE RAIL SLOTS	
11) OTHER (SPECIFY) _____	
DECKING MATS AND CURBS:	
12) CLT/BEARING MATS - GOOD CONDITION	
13) DECKS AND CURBING STABLE, NO GAPS (MINIMIZED)	
14) OTHER (SPECIFY) _____	
GEO-FABRIC (IF REQUIRED):	
15) COMPLETE COVERAGE - NO GAPS, TEARS	
16) OTHER (SPECIFY) _____	
POST INSTALLATION PHOTO'S AND SIGNITURE	
17) POST INSTALLATION PHOTOGRAPHS TAKEN (SEND TO JERRY BARDESON)	

18) INSTALLER SIGNATURE: _____

19) DATE: ____/____/____

Document Title Terracross Bridge Field Install – Quality and Safety Checklist	Origination Date: February 19, 2025	Document Number: QA-FORM-TC-001
Approving Authority: Jerry Bardeson	Owner / Author: Adam McArdle / Dale Smith	Revision Level / Date: Rev. 2 April 22, 2025

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4. unauthorized alteration or modification to the products.
5. excessive loads operated when using the products.
6. exposure to oils, chemicals or hazardous materials including but not limited to de-icing materials.
7. improper installation or operation for which Sterling was not responsible.
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Technical Support, Spare and Replacement Parts

Replacement parts, including the replacement of Sterling CLT Decking members for longer duration projects, are easily obtainable.

Replacements parts, spare parts, or assistance with determining your needs/requirements may be ordered:

- a. By contacting your Sterling Representative
- b. By contacting Customer Service – Bridge Expert: Ph-Office 708-388-2223

Additional Resources

Additional resources, including information about grounding, OSHA regulations, and other documents can be found at: sterlingsolutions.com/terracross-resources/
or
by scanning QR code below.

Sterling Address, Phone, and Website

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Phoenix, IL 60426
708-388-2223
sterlingsolutions.com

