

# LOADING RECOMMENDATIONS

## REGUPOL ANTI-SLIP MATS



### Coils or bundles in coil well

#### Requirements for vehicle and floor

Vehicles with coil wells should be used for the transport of non-palleted coils and bundles. The floor must be swept clean and as dry as possible. The load rating of the cargo floor must be sufficient and, as necessary, proven.

#### Lashing points for securing the load

Lashing points on vehicles must comply with DIN EN 12640. A sufficient number of lashing points must be available. The lashing points must be laid out in a manner that they can withstand a traction force of at least 5 000 daN. The manufacturer's instructions must be followed.

#### Lashings

The lashings must meet the requirements of DIN EN 12195, part 2. The lashings must have an  $S_{TF}$  (standard tension force) of at least 500 daN for top-over lashing. The lashings must have an LC (lapping capacity) of at least 2500 daN for diagonal lashing. Edge protectors (such as **REGUPOL Webbing Protectors**) should be used to protect the lashings and / or the cargo from damage.

#### Displacement of the load, friction force, securing the load

The friction force counteracts any displacement of the load. It depends on the weight force of the load and on the sliding friction coefficient of the material combination. In most cases, a sliding friction coefficient of at least 0.6  $\mu$  can be achieved by using **REGUPOL anti-slip mats**. Coils or slit strips can be loaded separately or in conjunction with the coil well. Coils or bundles should be secured with a positive fit (against two sideboards) to prevent them from sliding forwards. Coils or bundles should be secured to prevent them from rolling out the back or the sides. E.g.: they should be secured with diagonal lashings or blocked backwards with positive fit against sideboards and spacers as well as top-over lashings. Depending on the coils or bundles, a top loop secures the lashes from falling. The materials should be loaded centrally or symmetrically to the longitudinal axis of the vehicle.

**Important note:** The permitted payload and load distribution must be observed. The lashing should be checked during transport and tightened as needed.

The **REGUPOL anti-slip mat** must be laid out underneath the cargo or the load unit. The size if the antislip mat much be selected to ensure there can be no direct contact between the load and the loading bed. When selecting a suitable antislip mat, attention must be paid to surface pressure, the weight of the load and the coefficient of friction (0.6  $\mu$  is recommended). Overloading can cause damage and lead to the mat having to be discarded. **REGUPOL anti-slip mats** are available in range of different qualities, which are characterised, among other things, by different maximum loads. In accordance with VDI 2700, part 15, care must always be taken to ensure that at 30% deformation the antislip mat's permissible surface pressure is not exceeded.

#### Disclaimer

These loading recommendations for slip-resistant materials ("Anti-slip mats") have been developed with great care by **REGUPOL**. Nevertheless, the recommendations contained in them are only intended as guidelines and should not be regarded as any guarantee for complete safety. It is the duty of the drivers to ensure correct load security!