LOADING RECOMMENDATIONS ON PALLETS, FREE-STANDING FOR

COILS OR SLIT STRIPS

Requirements for vehicle and floor
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 the stress (traction force). 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. Depending on the weight of the loading units, lashings with long lever ratchets should be used. The lashings must have an LC (lashing capacity) of at least 2,500 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 µ can be achieved by using **REGUPOL anti-slip mats**. Coils or slit strips on pallets must be suitably packaged for transport in order to secure the loading unit. The stability (risk of tipping or of not tipping) of these loading units should be taken into consideration (see VDI 2700 „Securing of loads on road vehicles"). All loading units should be exclusively on non-slip mats. Loading units should preferably be loaded with a positive fit or up against spacers (load balancing). Depending on the loading unit, the lashings should be secured diagonally and / or top-over.

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 (0.6µ 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 BSW GmbH**. 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!

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