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Load Security – simple yet safe!

Legal provisions

Who is responsible for securing loads?



Driver

in accordance Road Traffic Act sections 1,2 & 40A

Owner

in accordance with above and Road Vehicles (Construction & Use) 1986 Regs 100(2)

Dispatcher

in accordance with above and DoT CoP Safety of Loads on Vehicles

Load distribution and blocking

Stow correctly and then secure!





Use a suitable vehicle

Consultation between dispatcher and logistics company

Height Safety

Load Control

Safety Management

Lifting

Select the vehicle so that traffic, operational requirements and the load security is guaranteed.



Friction is all important

Keep loading area clean





In order to optimise load safety, the load should be positioned so that it has as much positive fit as possible with the bulkhead, and then loaded further back along the vehicle with no gaps. Observe axle loads and bulkhead strength!

Direct transverse and diagonal lashings

The lashing straps must be attached at the optimum angle, where possible at the load's centre of gravity, and then evenly tensioned by hand, in order to prevent the load slipping in any direction. Here the lashing capacity

Securing Loads Correctly

(LC) is the determining factor. You can find the correct lashing straps to secure the load to BSEN12195-1:2010 in the Table of Lashing Capacity on the left. All lashing straps must comply with **BSEN12195-2.**

Use anti-slip mats

Anti-slip mats increase friction between the load and the loading area and thereby increase safety, whilst significantly reducing the number of lashing straps required

Frictional lashings

Here, the STF (standard tension force) or pre-tension force alone is responsible for pressing the load into the anti-slip mat and the loading area so firmly that it can no longer slide around. The STF pre-tension force can be found

on the label of the lashing strap or can be read from the TFI. Generally, 50% of this force is transferred to the opposite side. The Table of Lashing Capacity below shows how many

Lashing Capacity Table

Direct transverse/diagonal lashing

Coefficient of eliding friction of			
0,2	3790 kg	21.640 kg	15,160 kg
0.6	22.252 ka	44.504 ka	43.290 ka
Coefficient of sliding friction $\boldsymbol{\mu}$	in direction of travel 0.8 G		
	4 lashing straps with LC of	4 lashing straps	4 lashing straps
	2500 daN can secure the	with LC of 5000 daN can	with LC of 10,000 daN can
	following load weight	secure the following load weight	secure the following load weight

Coefficient of sliding friction μ at right angles to direction of travel **0.5 G**

	0,2	6900 kg	13,800 kg	27,600 kg
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Coefficient of sliding friction μ **0.2** = e.g. metal/wood Coefficient of sliding friction μ **0.6** = with anti-slip mat

The correct procedure for securing the stated maximum load weight using 4 lashing straps from the selected category is as follows:

- Evenly tension lashing straps by hand.
- Lashing angle $\propto 0^\circ$ -60° and ß 20°-45° must be observed.
- Secure top-heavy goods by means of blocking in the base area.
- The loaded item must be stable.



straps you will need to secure the load to BSEN12195-1:2010. All lashing straps must comply with **BSEN12195-2**.

Lashing Capacity Table Frictional lashings

90°- 83

83°- 45°





We recommend: Using a lashing capacity calculator!



Manufacturers of Load Security Systems, Lifting and Height Safety equipment **Commercial Vehicle Fall Protection and Fall Prevention Systems** Modular training programme provider

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than 10 lashing straps!

Always use at least 2 lashing straps with any loaded item! Convert load weights missing from the table by pro rata!