

# WI 08.006 Load securing instructions of SAB-profiel bv (version 12-04-2018)

## General requirements for the driver/haulier:

<ul style="list-style-type: none"> <li>Wear the prescribed Personal Protection Equipment</li> </ul>	
<ul style="list-style-type: none"> <li>Strictly follow the SAB safety instructions at the loading bays</li> </ul>	
<ul style="list-style-type: none"> <li>The driver helps our loader positioning the load, positioning timber and remove the slings</li> </ul>	
<ul style="list-style-type: none"> <li>The driver ensures a clean and free trailer bed (in principle we don't load on non-SAB (co) load, unless flat, stable and well secured), and only drive their vehicle into the loading bay when it's ready for loading</li> </ul>	
<ul style="list-style-type: none"> <li>The driver has knowledge of load restraint methods</li> </ul>	
<ul style="list-style-type: none"> <li>The driver provides at least 15 approved web lashings/straps. For every 2 Ton load, 1 web lashing/strap is required. For single packages always use 2 lashings/straps. The use of edge protectors is required on sharp steel edges</li> </ul>	<p>2 Ton load = 1 lashing/strap</p>
<ul style="list-style-type: none"> <li>The driver supplies at least 40 anti slip mats (100 x 120mm) or 20 rolls of 1000 mm length, that at least should be used between the trailer bed, the wooden lumber support and the SAB products</li> </ul>	
<ul style="list-style-type: none"> <li>For loading liner trays stanchions/side pins are required with a minimum length of 1000mm. For loading 2<sup>nd</sup> choice sandwich panels stanchions/side pins are also required. For all other SAB products stanchions/side pins are recommended. Instead of stanchions/side pins a EN 12642-XL trailer can be used.</li> </ul>	
<ul style="list-style-type: none"> <li>The load will be loaded against the headboard unless not possible because of axle weights. The driver knows the maximum headboard specifications and supplies material for an alternative or higher headboard. For loading a full load of liner trays a head board of 2400 mm is obliged.</li> </ul>	

**Restraint guidelines for driving from bay to bay location IJsselstein**

Always secure your load also when you drive from bay to bay at our location at IJsselstein. In this case use a minimum of web lashings (minimum 2 per package) and side pins when available.

**Restraint guidelines for securing Liner trays**

Load not above headboard

1 web lashing/strap over every wooden package

Stanchions/side pins obliged on 1 side of the vehicle, on the other side a wooden post is placed

Stanchions/side pins horizontal connected with web lashing/strap

For a full load length of the head board = **2400 mm**

Long side pins /stanchions length at least 1900 mm

Short side pins / stanchions length at least 1000 mm in combination with wooden posts

A wooden post on the other side of the load. Both sides connected with web lashing/strap

**Restraint guidelines for securing trapezoidal and sinusoidal profiles**

Anti-slip mats on free and clean trailer bed

2 Ton = 1 Lashing/strap

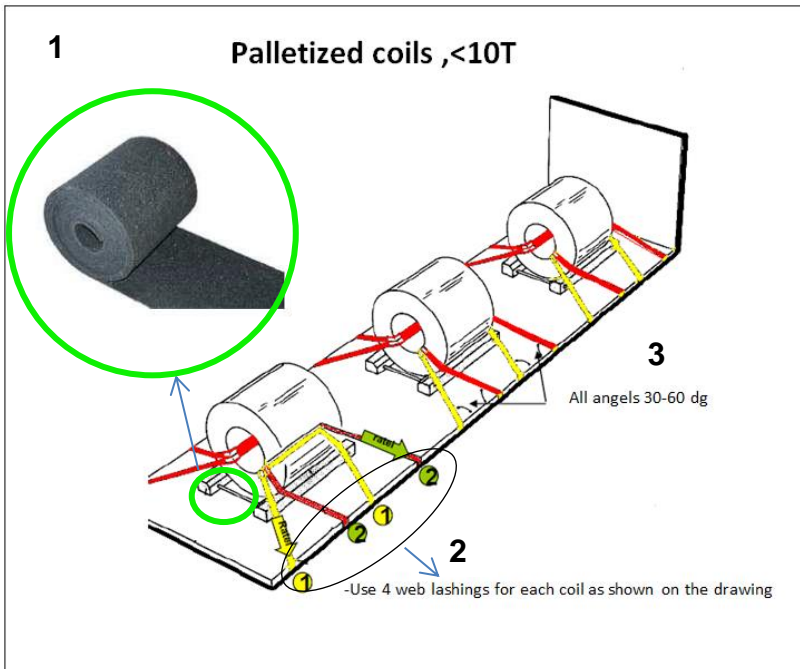
Every 2nd bundle a lashing/strap

Protectors on sharp edges

Stanchions/ side pins when available

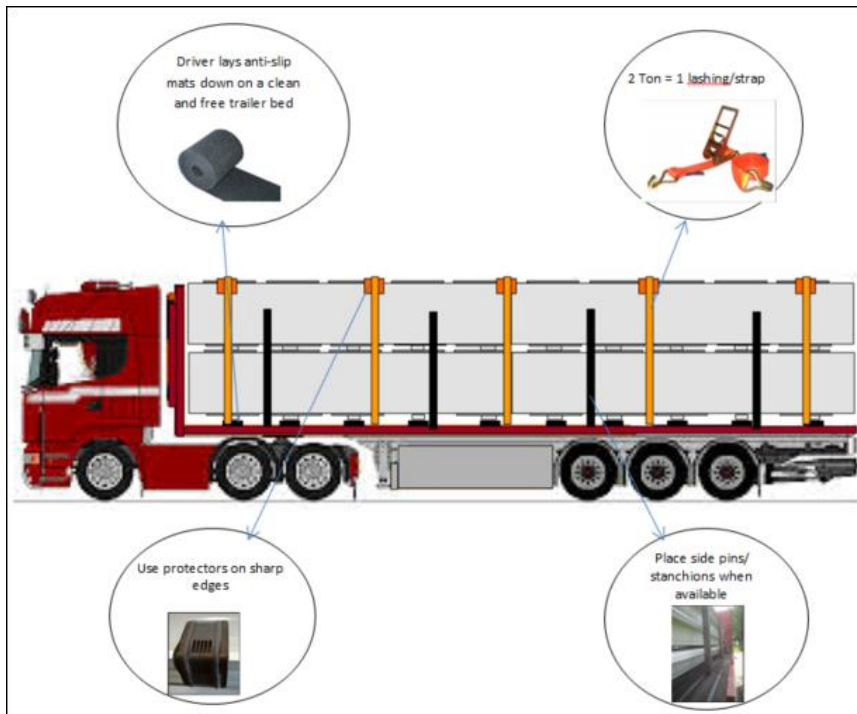
### Restraint guidelines for securing coils

Coils will standard be transported in a trailer with a coil well. When a coil well is not an option SAB will palletize te coil. The securing of such a palletized coil (eye in drivers direction) should be as shown on the picture.



First position the anti slip mats

### Restraint guidelines for sandwich panels:



We strongly recommend the use of side pins/stanchions (required for 2<sup>nd</sup> choice panels). When not possible more straps/web lashings should be used.

### Restraint guidelines for combined SAB load, purlins and flashings:

In case of combined SAB load every freight is different which make it difficult to make general securing instructions. We expect the driver to have knowledge of methods to ensure optimal load restraint during transport.

In general the following rules apply:

- SAB only loads on a clean and free trailer bed
- The driver provides anti-slip mats on the trailer bed
- 2 Ton load = 1 web lashing/strap
- Use protectors on sharp edges
- We strongly recommend the use of side pins/ stanchions
- In case of liner trays follow the instructions on page 2

**Table WI 07.054 maximum number packages/bundles on a trailer for each profile**

Purpose: Table shows the maximum number of bundles which can be loaded on a trailer in a safe way. Those numbers are based on maximum sizes and weights of our products/bundles.

Door	Profile	Maximum number of packages to load					
		Open trailer			Closed trailer		
		wide	height	total	wide	height	total
2	SAB 30/1100	2	9	18	2	9	18
	SAB 30KD/1050	2	9	18	2	9	18
	SAB 35(R)/1035	2	9	18	2	9	18
	SAB 45KD/1000	2	8	16	2	8	16
	SAB 50(R)/1000	2	8	16	2	8	16
	SAB 19KD/1050	2	8	16	2	8	16
3	SAB 40(R)/915	2	8	16	2	8	16
	SAB 45/900	2	8	16	2	8	16
	SAB 18/988	2	8	16	2	8	16
	SAB 27/1000	2	8	16	2	8	16
	SAB 42/960	2	8	16	2	8	16
8&19	SAB B100/600	3	3	9	3	3	9
	SAB B110/600	3	3	9	3	3	9
	SAB B120/600	3	3	9	3	3	9
	SAB B130/600	3	3	9	3	3	9
	SAB B140/600	3	3	9	3	3	9
	SAB B145/600	3	3	9	3	3	9
	SAB B160/600	3	3	9	3	3	9
	SAB B90/400	2	3	6	2	3	6
	SAB B90/500	2	3	6	2	3	6
	SAB B90/600	3	3	9	3	3	9
SAB B65/450	2	3	6	2	3	6	
10	SAB 58KD/945	2	8	16	2	8	16
	SAB 89R/915	2	8	16	2	8	16
	SAB 100R/825	2	6	12	2	6	12
	SAB-PO 23/250	3	4	12	2	4	8
	SAB-PZ 40/300	3	4	12	2	4	8
12	SAB 70R/800	2	8	16	2	8	16
	SAB 106R+/750	3	5	15	2	6	12
14	SAB 110R/1000	2	6	12	2	6	12
	SAB 153R/840	2	6	12	2	6	12
	SAB 158R/750	3	5	15	2	6	12
	SAB 200R/750	2	5	10	2	5	10
15	SAB 85R/1120	2	8	16	2	8	16
	SAB 135R/930	2	6	12	2	6	12
17	Flat sheet	2	6	12	2	6	12
	Flat sheet wider than 1,5m	1	6	6	1	6	6

The given number of straps/web lashings in this document are based on assumptions as Stf of the webbing straps, tie angle, strenght of the head board and stanchions/side pins etc. Therefore the number of webbing straps can be different in practise. SAB-profiel takes no responsibility when a different number of straps or an other way of load restraint should be applied. The driver has knowledge of load restraint methods (VDI2700) and knows the securing capacity of the equipment (truck EN 12642, lashingpoints EN 12640 and straps/web lashings EN 12195-2) he's using for restraining the load and can change the number when required.