

## ABS and ESP in the front, and in the rear.....?

The number of traffic accidents where highly powered commercial vehicles with a maximum laden weight of up to 3.5 tonnes are involved has increased dramatically in recent years. The safe transport of people and goods is a huge responsibility, after all, the value of what is being moved – whether personnel, goods or even the entire workshop – is extremely high. Even the smallest components turn into lethal projectiles in the event of an accident: during a collision at 50 km/h (31 mph), a screwdriver weighing 200 g catapults through the cabin with a kinetic energy of 8 kg. **Would you want to be sitting in its line of fire?** The forces at work during a crash at a mere 50 km/h are incredibly high. Within fractions of a second, the weight of an unsecured load increases fortyfold.

But who is responsible for securing the load? The driver of course! **But not just the driver** – the driver is the person who secures the load before setting off and he is also the first contact for the police, but the "loader" and the "owner" – i.e. the vehicle fleet manager or the managing director – are also called to account in the event of an offence. In the worst case, that can lead to charges and even a prison sentence. § 31 Section 2 of the Road Traffic Act stipulates that "The owner may not order or permit vehicle start-up if he is aware or should have been aware that .... the load ..... does not meet the regulations or that road safety will be adversely affected .....by the load." The load is to be secured during all normal driving conditions, which include slamming on the brakes, sudden evasive action and poor road surfaces. In Germany, the lack of lashing tracks, case immobilisers or load restraint nets in commercial vehicles leads to the owner of the vehicle being punished with penalty points in the central index of traffic offenders. This legal situation is often ignored and nasty surprises are inevitable!

Sortimo can look back on a long history of crash tests and in 1995, established the "Safety and transport inside vehicles" forum. The energy with which tools and goods are catapulted through the vehicle was demonstrated time and again in an impressive manner. The only effective countermeasure against these kinds of projectiles is an **efficient load restraint system**. And this is exactly what Sortimo provides with its in-vehicle equipment. The new product catalogue of the third in-vehicle equipment generation – Sortimo Globelyst – features new vertical restraint poles, a variety of strap restraint and lashing systems for floor and vehicle wall, as well as tension rods, straps and load restraint nets.

## The following Sortimo products secure the load:

### – Lashing tracks

Dependent on the design, the lashing tracks can be bolted to the floor, wall and in-vehicle equipment and can also be countersunk in the Soboflex safety floor.

In combination with restraint poles, **the new vertical-design lashing rails at the front of the Globelyst in-vehicle equipment** allow the load to be fixed in almost any position.

In addition, the following accessories can be integrated into the lashing rails and tracks: lashing eyes, fittings with (knurled) nuts, fittings with handles as well as square brackets to accommodate plywood planks.

### – New restraint poles

The new restraint pole in lightweight construction consists of aluminium with a plastic coating to prevent damaging the cargo. The same applies to the new possibility of being able to lean the wooden panels or doors that a joiner has to transport, for example, against the poles. A gas-pressure damper now makes it easier to engage the poles in the lashing rails. Two grooves along the entire length of the restraint pole allow other connections to be created and turns the restraint pole into a **multi-variable element**. Individual lashing points and lashing eyes are steplessly adjustable and offer the maximum in flexibility.

### – Express shelving system

Lashing rails are integrated into the undersides of the individual shelves, making it quick and easy to adjust this aluminium shelving system to accommodate the respective load. When folded down, the shelves are suspended securely from steel cables, and when folded up into stowed position, the shelves disappear between the uprights so that the entire vehicle loading area is available.

### – Load restraint net (1700 x 1100 mm)

Guarantees the safe transport of goods. On the one hand, the load is lashed securely by means of the transverse strap with ratchet buckle, and on the other hand, the length of the net can be adapted by means of the transverse clamp buckles in the longitudinal strap. Thanks to the standardised lashing system, the load restraint net can now also be positioned in any location.

### – Case immobiliser

The ergonomics of the newly developed case immobiliser have been improved tremendously. Practical and easy to use, it is made of fibre-reinforced plastic and is predestined for use with classic equipment cases. Available for any width and suitable for use at any height, it's a sure bet that every case now remains in place!

Safety always begins in the head. Just make sure it's not your own head that's in the line of fire in an extreme case. Load restraint systems need not cost the earth.

A few tips for securing your load properly and safely:

- Always secure your load – even over short distances
- Pay attention to optimum load distribution.
- Bear in mind when opening the doors that the load may have shifted its position during the journey.
- Use the equipment integrated into your vehicle to secure the load.

Anyone can give good advice, but putting it into practice is *your* job!

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