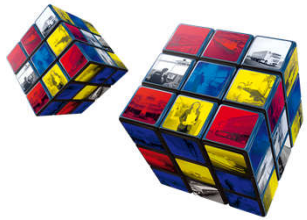




Transport of Octabins

24 December 2019

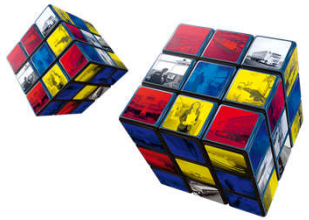




The transport of Octabins

- Ideal packing for the industry
- Despite tested load securing methods the packing appears not always be resistant to the forces under more severe circumstances that arise during the different transport modalities.
- Highest forces that can arise:
 - road forwards 0,8 G
 - Rail forwards and backwards 1,0 G
 - Sea sideward's 0,7 G





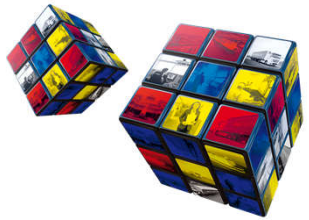
Load Shifts





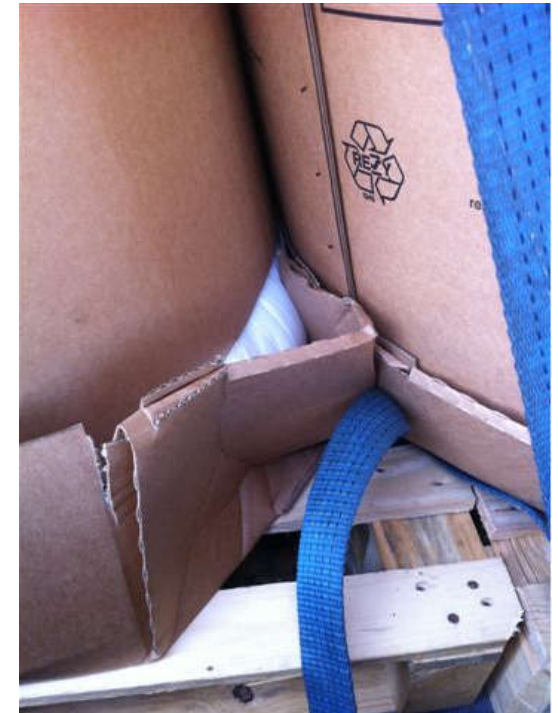
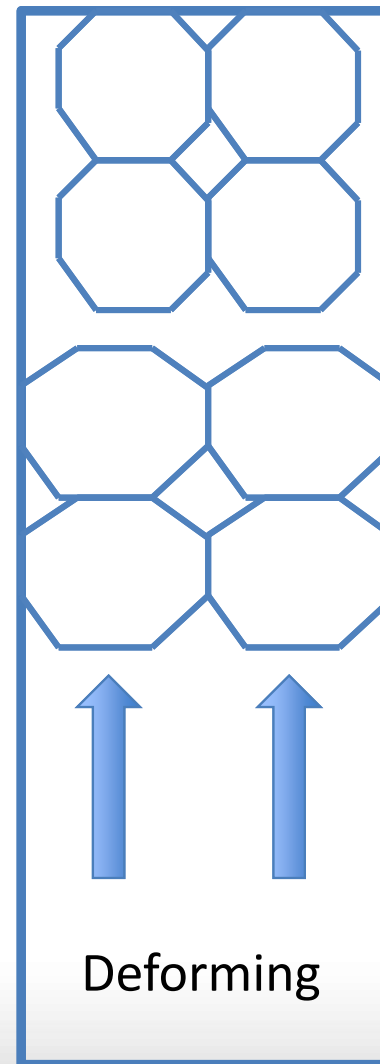
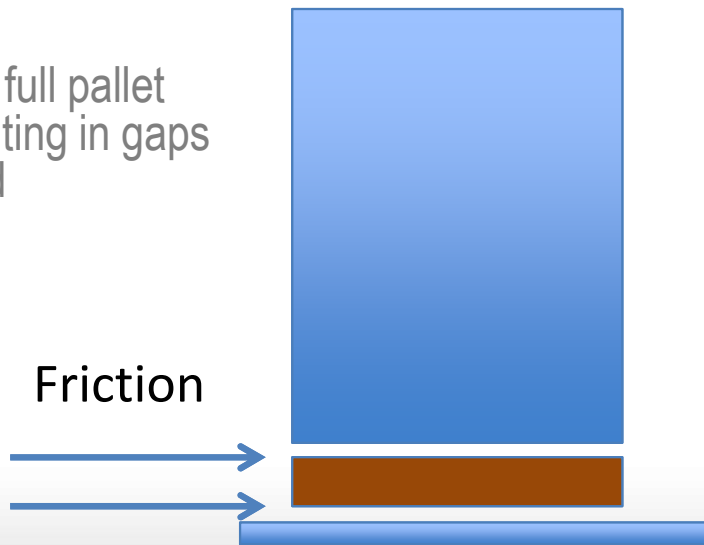
It is not limited to one client..





Issues

- Flexible material
- Type of octabins (Air in top)
- Friction (Not affixed to pallets)
- Deforming
- Not covering the full pallet dimensions resulting in gaps between the load

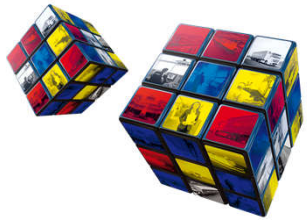




Results

- As UN2211 is fully regulated ADR
- In case the cargo has been shifted and the packaging damaged.
- ADR: only move cargo which is safely stowed. Packaging must be the original packaging in good condition. Only exception is to move damaged cargo is in a Salvage drum.
- **Never leave the unloading location (ADR Clause 1.4)**
- The receiver has an obligation under ADR (1.4) to assist, when not able then external professionals (salvage company) must hired.
- Re-packing of Octabins is very time consuming and costly





Load securing method 1; Cross lashing

For XL coded trailer or trailer with coded headboard of 5000 daN.
 Standard cross lashing & min one spring lashing per trailer, min.
 12 lashes per trailer.

Shipment Nr
 Date

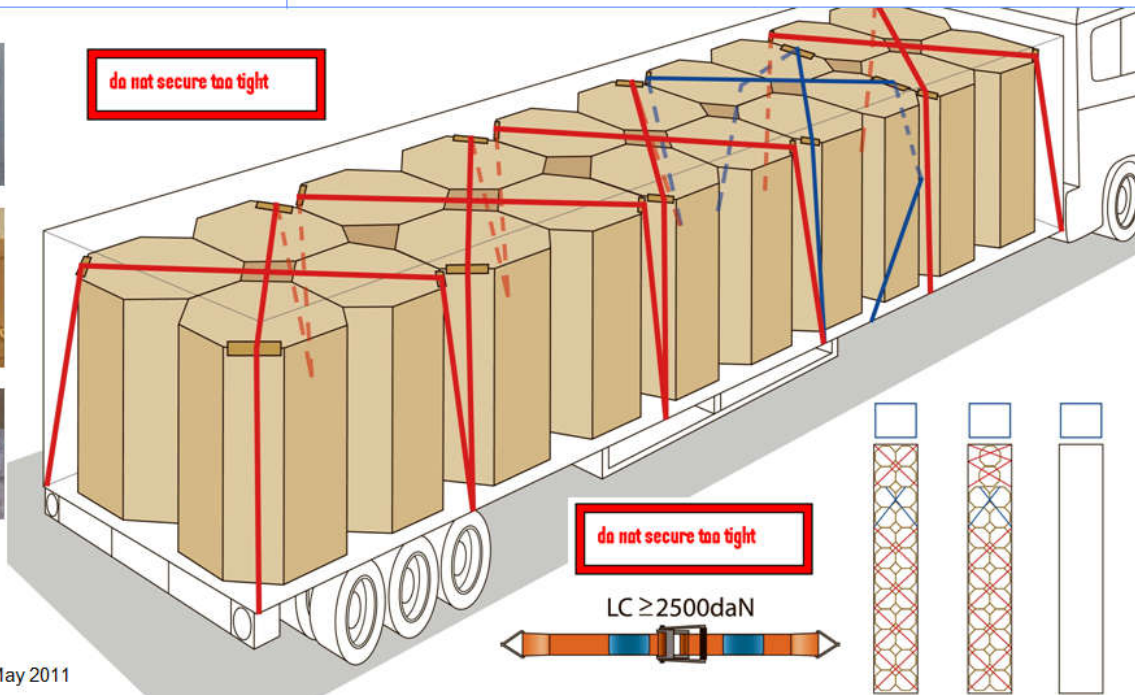
Check tension on lashes regularly
 Do not damage packaging

Signature driver

Date .../.../....
 Accepts and understands instruction

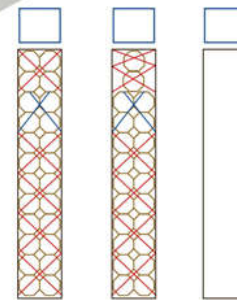


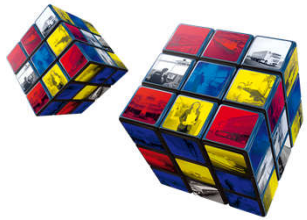
do not secure too tight




do not secure too tight

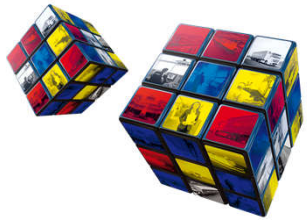
LC ≥ 2500daN





Load securing method 2; Dekra tested

<p>The DEKRA - Certificate 313/16294/702073/1815778045A-2 confirming that the TRICOR stowing and securing features together with TRICOR-Telescope-Octabin (type QUICK BIN) as listed correspond to the requirements of the valid rules of load securing as specified in the standard DIN-EN 12195-1 and the VDI Guideline 2700:</p>	
Direction of travel laterally:	<p>Tying down of each load good row laterally to the direction of travel by means of a 50 mm Polyester tie-down strap according to the standard DIN-EN 12195-2 – LC 2,500 daN, mounted on each side, with a protection angle (min. length 500 mm) placed under each tie-down strap. Pre-tensioning of the tie-down straps carried out once-only until slight deformation of the corner angle occurs (max. 130 daN).</p>
Direction of travel backward:	<p>Securing to the rear is carried out by an artificial headboard behind the 8th row of load good, in front of and behind each single stowed load unit and behind the last load good row. An artificial headboard is e.g. composed of empty pallets in upright position and one as head lashing installed 50 mm Polyester tie-down strap according to the standard DIN-EN 12195-2 – LC 2,500 daN which is hooked in the direction of travel forward in the lashing points of the vehicle according to DIN-EN 12640.</p>
Stowing example	Tying down example
	
Intermediate wall in front of the 5 th load good row:	Securing to the rear behind the last load good row:
	



Load securing method 3: banding in groups



Driver positions wooden frame and puts cordstrap around the wood and places the friction mats.



4 Octabins are arranged together in a group and are secured with cordstrap to prevent tilting.

The third and fifth group of the Octabins is secured in the driving direction with a C-lashing additionally.



Completion with wooden frame.



Total view



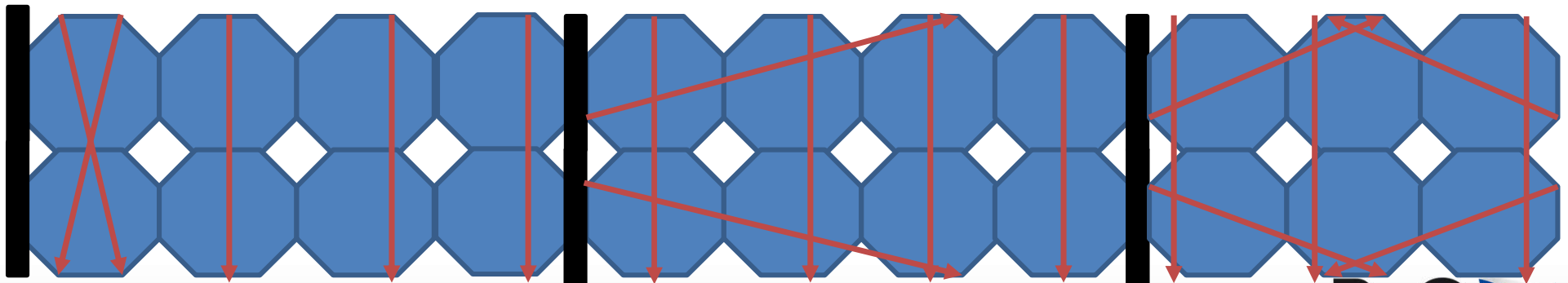
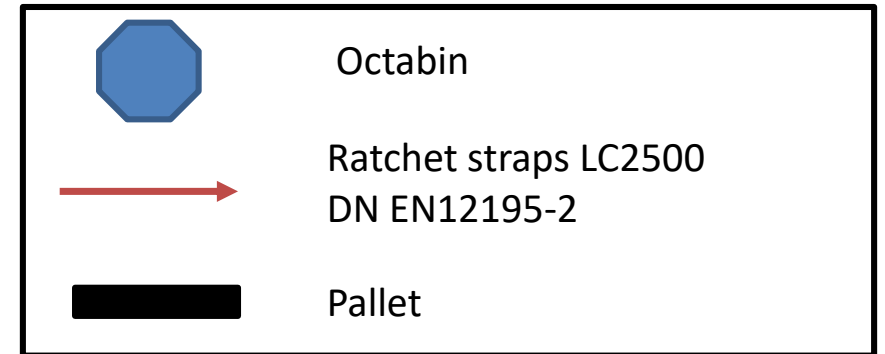
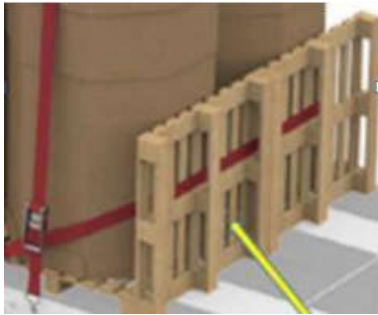
Load securing method 4; Group with upright pallets





Load securing method 4; Group with upright pallets

3 blocks, separated by pallets, and strapped



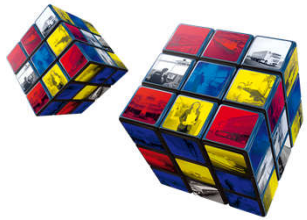


Load securing



 the **sense** of logistics

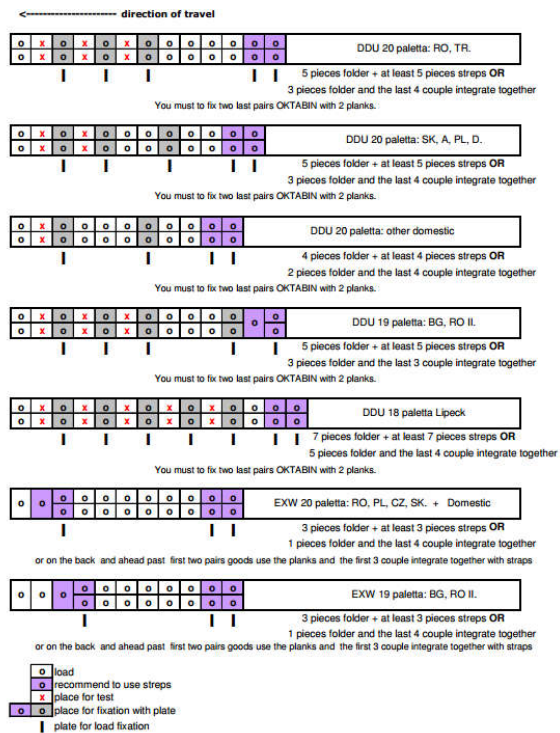

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Load securing method

APPENDIX D: LOAD SECURING

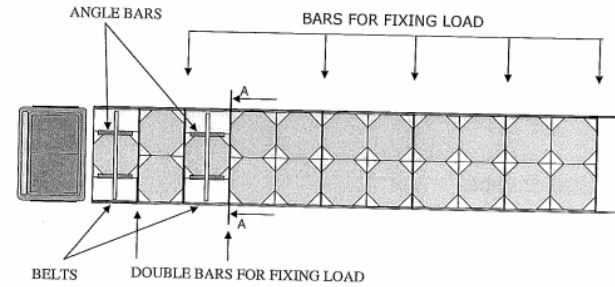
CARGO SECURING



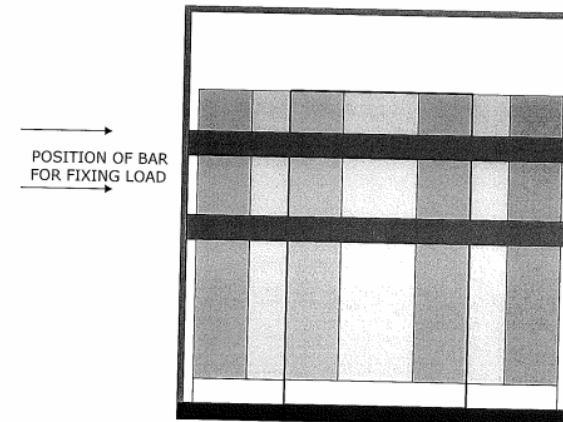
OCTABINS LOADS

ENCLOSURE N. 3

ALTERNATIVE



SECTION A-A

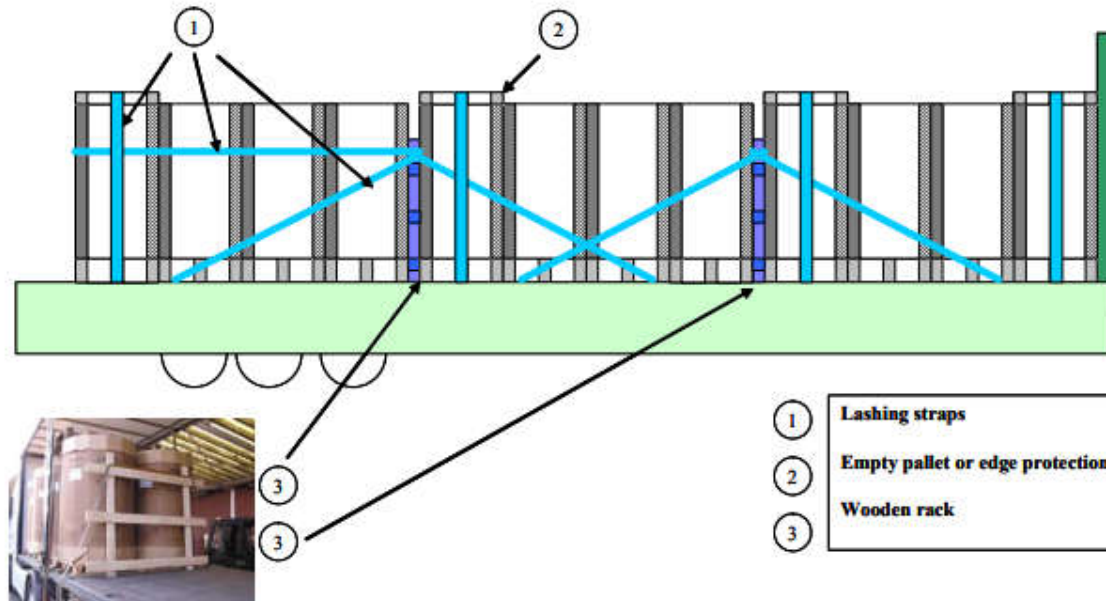


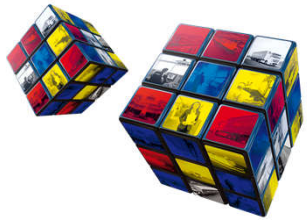


EU Best Practice

8.9.2.9. Octabins in a certified curtain sider or in an open sided trailer (cover/stake body types or tilt trailer).

A full load of 24 octabins is separated in three groups with wooden racks in between. The wooden racks assure that the slope lashing stay in position. The top-over lashing is strapped over an empty pallet on top of the octabin to prevent damage of the package. The last eight octabins are grouped together with a horizontal lashing. * Footnote: This type of cargo securing can only be used in vehicles with a side protection that can withstand 30% of the maximum cargo weight.





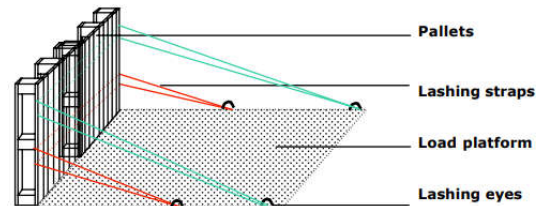
EU Best Practice – Head/Spring Lashing

Head or rear Lashing :

This head/rear lashing technique can be used as an alternative to spring lashing as an efficient way of securing the load to the front or the back.

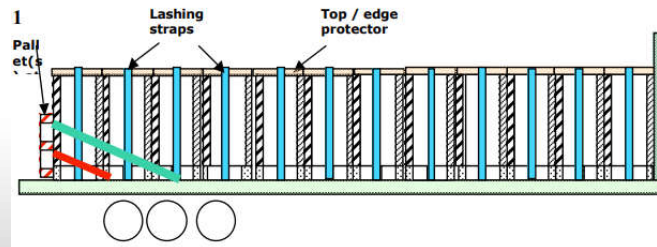
It consists of one or two standard lashing straps and for example two pallets (or an equivalent construction).

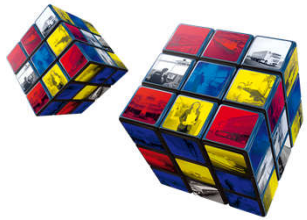
The straps are pulled through the upper openings of the pallets and on both sides attached to lashing eyes on the load platform. The height of the pallets should be ideally 2/3 of the height of the octabins.



Octabins in combination with top-over lashing in a curtain sider or in an open sided trailer (cover/stake body types or tilt).

One top-over lash for every row of two bags is applied. Pallet, other rigid means or edge protectors are used to prevent damage of the octabins. Extra friction material should be used in case friction between load and floor is low and cannot be compensated by top-over lashing.





Francisco Fernández Sastre
Director de Operaciones en ...
4 u · 🌐

+ Volgen

He obtenido la imagen del post del siguiente enlace.

<https://lnkd.in/dFT27gwb>

Se trata de unos octabines (embalajes con forma de prisma octogonal) que se han volcado/desplazado durante el transporte.

¿Cuáles son las posibles causas? y ¿Cómo podía haberse evitado?

#aprendiendoestibajuntos

Vertaling weergeven

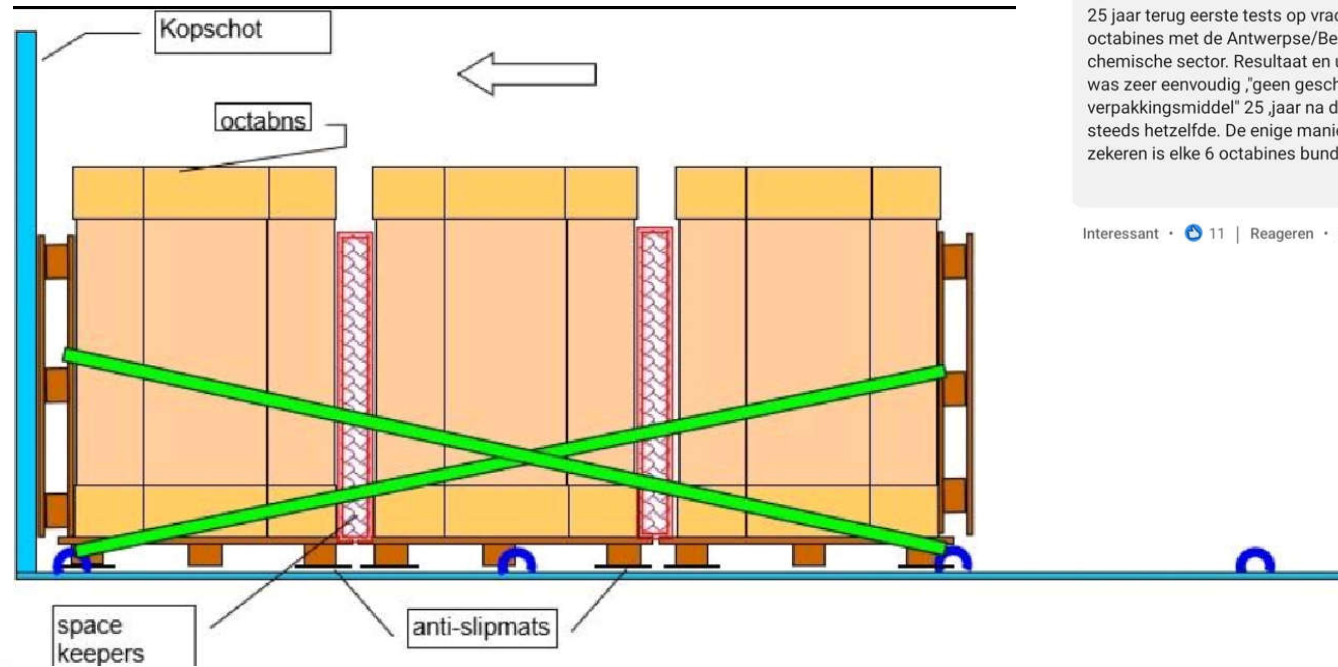


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54 commentaren · 4 reposts



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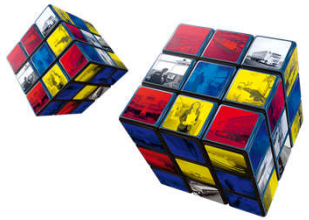
Geert Frans · 1e

CEO of CS-TS and GeerT bv. Since 1998 Y...
16 u (bewerkt)

25 jaar terug eerste tests op vracht octabines met de Antwerpse/Belgische chemische sector. Resultaat en uitkomst was zeer eenvoudig "geen geschikt verpakkingsmiddel" 25 jaar na datum nog steeds hetzelfde. De enige manier van zekeren is elke 6 octabines bundelen

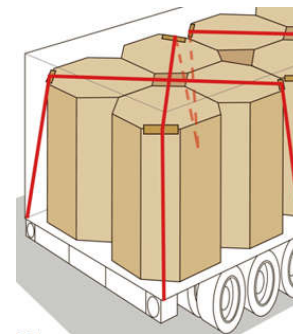
Interessant · 🗨️ 11 | Reageren · 2 antwoorden

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Recommendations

- Octabins shrink wrapped (affixed to pallets)
- Use anti slip mats to increase friction
- Use cross strapping method
- Apply edge protectors
- Group octabins with vertical upright pallets in between to block the load / fill the gaps (or if possible with securing bar)
- Apply spring lash on the last row



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