Important information!

Optimal load securing...

...with VIP and ICE-Lashing means

Best load securing – a compulsory legal necessity!

Edition 21
Professional hints for a safe road transport!

To avoid sliding...

...best load securing – a compulsory legal necessity acc. EN 12195-1;2;3;4.

Every person responsible for low loaders, lorries or other transport vehicles, which has either sometimes or permanently to transport goods of any kind, should carefully read the following instructions because they help avoiding accidents, considerable costs and perhaps prosecution.

This also addresses those "casual transporters" who normally use their lorries for the transport of excavated earth or grit and are just sometimes driving with their low loaders or transport part loads on the lorry platform.

Just amongst those persons, an increased thoughtlessness and ignorance concerning the physical- and legal correlations can be found as compared with experts.

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Dipl.-Ing. (FH) Reinhard Smetz
Dipl.-Ing. (FH) Michael Betzler

Hint for the new EN 12195-1:2010:

The EN 12195-1: 2010 is contradictory to the results of many academic and by practical confirmed tests.

The status of a accepted technical regulation is doubtable.

To guarantee a sufficient safety level, the following statements refer to the EN 12195-1:2003 resp. to the VDI 2700 ff.

You should not wait until a accident has happened to think about a correct load securing.

In many cases, the forces occurring during driving are under-estimated and the strength of the lashing systems used is over-estimated.

Subject to technical modifications.
For every transport it is compulsory to stow the load as well as lashing chains, devices and other load securing systems in a traffic-safe way and to secure them especially against falling down and noise development; this means to secure the load in such a way that it cannot move.

The fact that a movement of loads is not only realistic with slight loads, is proven by manifold photos of accidents as well as frequent announcements in the media or radio traffic service on accidents caused by lost loads. It has, however, to be urgently warned of an intuitive load securing as physics has its own incorruptible laws. Only by concrete calculations, the actual forces affecting the load can be demonstrated.

Based upon two practical examples, we want to try to enlighten the “physics of lashing”. The calculations have been built up in such a way that they can also be understood without an engineer’s or technical study and can be an aid for future calculations. For more detailed calculations, please refer to the VDI 2700-2 “lashing forces” or the EN 12195-1.

Basically it is binding that with a full braking, the 0.8fold of the load weight presses in direction of the driver’s cabin; with a cornering and when starting, half of the load weight presses in direction of the platform gates. This means in figures, based upon an example: With a load weight of \( m = 10000 \text{ kg} \), \( 8000 \text{ kg} \) ≈ 8000 daN are pushing in direction of the driver’s cabin. When starting or cornering, 5000 kg ≈ 5000 daN are pushing against the platform gates.

These forces have to be safely compensated by corresponding lashing systems. In general, two different ways of lashing may occur:

- vertical lashing
- direct lashing

thereby dividing the direct lashing in:

- inclined lashing
- diagonal lashing

**Vertical lashing**

Vertical lashing is the lashing method mostly used with goods transport on roads, since most of the loads are so broad that a securing can only be realised by a vertical lashing. For a vertical lashing, the following prerequisites have to be adhered to in all cases:

- A high friction between load and loading platform as well as between stacked load units have to be assured. The sliding coefficient of friction \( \mu \) has to be known.
- The vertical angle \( \alpha \) should reach 90° if possible. It has to be known.
- The load must withstand an increased pre-tensioning.
- The lashing points must be suitable for the loading.
- The value of the required pre-tensioning force put in with the tensioning element and being the most important factor, must be known.

This highlights the disadvantages and the limits of the vertical lashing: with this kind of lashing, the lashing means, the lashing points and the load itself are permanently submitted to a high pulling force. In general, the vertical lashing can only be realised if there exists a sufficient friction coefficient between loading platform and load, as already mentioned. For example, steel to steel is very unfavourable; thus chocks or FIMs (friction increasing material) are used for increasing the friction. The loading platform and the load itself have to be free from oil, dirt and ice.

**How is the securing effect with vertical lashing produced?**

When applying the total pre-tensioning force \( F_v \) to the lashing means (lashing chain, lashing belt) by tensioning elements (spindle tensioner, ratchet), the friction force \( F_r \) is increased. The effective friction force is composed by the part resulting of the load weight \( G \times \mu \) and the part of the vertical force component of the actually applied pre-tension force with \( F_v \times \sin \alpha \times \mu \). Both values together have to be bigger than the force by which the load tries to move on the loading platform, thus the 0.8fold or 0.5fold of the load weight:

\[
F_v = \frac{G \times (c_{x,y} - \mu)}{\mu \times \sin \alpha}
\]

For the required total pre-tension force \( F_v \), the following formula applies:

\[
G = \text{ weight force in daN} \approx m = \text{mass in kg}
\]

- \( c_{x,y} \): Acceleration factor
- \( c_x \): Acceleration factor in driving direction = 0.8 contrary to driving direction = 0.5
- \( c_y \): Acceleration factor transverse to driving direction = 0.5
- \( \mu \): sliding coefficient of friction
- \( \alpha \): vertical angle (angle between loading platform and chain strand)
The basic idea of a vertical lashing is to increase the natural load by applying pre-tension forces and thus to increase the friction force avoiding a movement of the load.

**Calculation example 1:**

Load: concrete part
\[ m = 4000 \text{ kg} \approx 4000 \text{ daN} = G \]

Concrete/wooden loading platform,
\[ \mu = 0.3 \]

Vertical angle \( \alpha = 60^\circ \)

For the example, a lashing chain type ICE-VSK-8 with a STF of 2800 daN has been chosen out of the table on page 22.

\[
F_v = \frac{G \times (c_x y - \mu)}{\mu \times \sin \alpha} \text{ (daN)}
\]

FV = \[
4000 \text{ daN} \times \frac{0.8 - 0.3}{0.3 \times 0.866}
\]

FV = 7698 daN
Total pre-tension force

Thus, the number of the required loops \( n \) can be calculated with the following formula:

\[
n = \frac{F_v}{STF \times 1.5}
\]

Meaning:
- STF = Standard tension force (the pre-tension force obtainable by a tensioning element).

Attention:
On the patented ICE/VIP identification tag of RUD (surface galvanised), the following indications have to be distinguished:

- LC = Lashing capacity (permissible pulling force in daN) (1kg = 1 daN)
- STF = Standard tension force
  Normally remaining tensioning force in daN of a tensioning element, with a manual pulling force (SHF) of 500 N. Equals the pre-tension force required for the calculation of a tie-down lashing.

Testing wear of nominal diameter
Testing plastic elongation caused by overload
Testing elongation of pitch caused by wear of nominal diameter
Diagonal lashing

In general the diagonal lashing has to be given preference to a vertical lashing as no special static pre-tension forces have to be applied. The lashing means/lashing points have only be provided with a slight pre-tension, contrary to the vertical lashing. The lashing means are only loaded in case of increased forces occur as a result of braking, starting of intensive cornering.

With a diagonal lashing, the following particularities have to be respected in all cases:
The arrangement and position of the lashing strands with respect to the corresponding load directions is very important.

RUD Ketten offers a calculation aid easy to handle with angle measuring device, facilitating the determination of the angles $\alpha$ and $\beta$.

By means of the calculation aid, the correct lashing chain can very quickly be chosen (refer to page 11). By the examples of calculations it will be obvious that the angle $\beta$ has possibly to be fixed between 20° and 45°.

If $\beta$ becomes very small, the lashing means will be submitted to an extreme load with curve driving.
If $\beta$ becomes very big, this will result in an extreme load in case of braking/accelerating.

For a diagonal lashing, however, 2 angle positions (horizontal and vertical) have to be considered and thus, two angle definitions have to be realised.

The two photos above shall facilitate a clear definition of the angles to be considered.

The angles $\alpha$ and $\beta$ play a decisive role for the calculation. The angle $\beta$ is the horizontal angle between an imaginary straight line in driving direction and the chain strand. The vertical angle $\alpha$ is the angle between loading platform and the chain strand.

In an extreme case with angle $\beta = 90^\circ$ this would mean that theoretically, an infinite force would occur in the lashing means. This example shall clearly reveal that an extreme cross-wise lashing as securing in driving direction - as often shown at big machines like earth moving machineries - is the most unfavourable way of load securing in driving direction.

Concerning the angle $\alpha$, the optimal lashing effect is between 0° and 30°.
With increasing $\alpha$, the load of the lashing means increases at the same time, with an angle of 90° theoretically infinitely.

Calculation example 2:

Excavator  
$m = 18000 \text{ kg } \approx 18000 \text{ daN } = G$
Vertical angle of the lashing strands:  
$\alpha = 10^\circ$
Horizontal angle of the lashing strands:  
$\beta = 40^\circ$
Number of the effective lashing chains in the relevant direction:  
$n = 2$
Friction coefficient $\mu$, with a dirty/icy wooden loading platform:  
$\mu = 0$

The friction coefficient $\mu$, of the excavator on the dirty wooden loading platform will be neglected and not considered with the first calculation.
The formula for the required lashing means with the permissible pulling force $= LC = \text{ Lashing capacity}$ being as follows:

$$LC = \frac{G (\text{daN}) \times C_x}{\cos \alpha \times \cos \beta \times n} (\text{daN})$$

$\cos 10^\circ = 0.984$
$\cos 40^\circ = 0.766$

$C_x$: Acceleration factor
in driving direction = 0.8
contrary to driving direction = 0.5

$$LC = \frac{18000 \text{ daN} \times 0.8}{0.984 \times 0.766 \times 2}$$

$LC = 9550 \text{ daN}$

For the excavator with a weight of 18000 kg $\approx 18000 \text{ daN}$ and the lashing arrangement shown, a lashing mean has to be chosen possessing at least the permissible pulling force of 9550 daN.

According to the table on page 22, this would be the type ICE-VSK-10, nominal size 10.
Calculation example 3:

The same example shall be shown again, however, with angles $\alpha$ and $\beta$, being most unfavourable, i.e., same as with a cross lashing, whereby angle $\beta = 80^\circ$ and $\alpha = 75^\circ$. All other values remain the same.

$\cos 75^\circ = 0.258$
$\cos 80^\circ = 0.173$

\[
LC = \frac{18000 \text{ daN} \times 0.8}{0.258 \times 0.173 \times 2}
\]

$LC = 161,312 \text{ daN}!!$

This calculation shows in an especially clear way how important the angles are for the calculations and that with unfavourable angles, a load securing would become illusory.

If with a diagonal lashing, the friction coefficient becomes $\mu < 0.5$, a re-calculation in terms of curve driving has to be realised. The formula being as follows:

\[
LC = \frac{G (\text{daN}) \times (\cos \alpha - \mu)}{(\sin \alpha \times \mu + \cos \alpha \times \cos \beta) \times n}
\]

$G = 18000 \text{ daN}$
$\mu = 0.5$
$\cos \alpha = \cos 10^\circ = 0.984$
$\cos \beta = \cos 40^\circ = 0.766$
$\sin \alpha = \sin 10^\circ = 0.173$

\[
LC = \frac{18000 \text{ daN} \times (0.8 - 0.5)}{(\sin 10^\circ \times 0.5 + \cos 10^\circ \times \cos 40^\circ) \times 2}
\]

\[
LC = \frac{18000 \text{ daN} \times (0.8 - 0.5)}{(0.173 \times 0.5 + 0.984 \times 0.766) \times 2}
\]

$= 3210 \text{ daN per lashing strand}$

According to the table on page 22, this would be the type ICE-VSK-8, nominal size 8.

Calculation example 4:

Example 2 shall be shown again, however, with favourable weather conditions and with clean loads, loading platforms and the use of friction increasing material.

The increased friction factor $\mu$ can affect the calculation positively.

In/contrary to driving direction:

\[
LC = \frac{G (\text{daN}) \times (\cos \alpha - \mu)}{(\sin \alpha \times \mu + \cos \alpha \times \cos \beta) \times n}
\]

In this standard, grade 8 is mentioned as highest quality class of chains. Meanwhile, there are existing, however, grade 10 and even 12 showing considerable improvements with regards to pulling force, fulfilling all requirements of EN 12195-3 and even exceeding them.

Laterally to driving direction:

\[
LC = \frac{G (\text{daN}) \times (\cos \beta - \mu)}{(\sin \alpha \times \mu + \cos \alpha \times \sin \beta) \times n}
\]

$\gamma = \text{Acceleration factor transverse to driving direction} = 0.5$

This formula only distinguishes by a different factor with curve driving of 0.5 and the $\sin \beta$ occurring with lateral direction.

In order to safely accept the relatively high permissible pulling forces, shown in calculation example 2, for the first time the “Verein Deutscher Ingenieure” (VDI = association of German Engineers) issued guidelines fixing clear minimum requirements with regards to quality, permissible pulling force, minimum breaking force, identification and much more. This guideline was named VDI 2701 “Lashing means, load securing on road vehicles” and has been valid since January 1985; it could also considered as state of the art at court. With some modifications, this guideline has been adapted to the European standard EN 12195-3 and has legally been binding since June 2001.

Based upon these rules, a lot of common lashing chains, especially those with ratchet tensioners having a long lever arm and with no turn-out securing device, originating from the Far East, are no longer acceptable. Furthermore, most of the shortening elements (chain killers) do in no way fulfil the requirement, that by their use, no reduction of the breaking strength must occur.

In the prescribed identification tags, the pre-tension forces obtained by the tensioning elements STF - Standard tension force have to be mentioned; these are not allowed to exceed the values of 0.5 LC (Lashing capacity, permissible pulling force). For detailed requirements of the standard, please refer to the table on pages 26/27.

Subject to technical modifications.
Selection of the right lashing mean

Concerning the afore-mentioned calculation example 2, at a minimum permissible pulling force LC of 9550 daN, a lashing chain 13 of grade 8 would be used. The standard version has a length of 3.5 metre, the chain link diameter is 13 mm. The permissible pulling force is 10,000 daN.

The example clearly shows the advantage of the ICE lashing chain generation.

For a required permissible pulling force of 9550 daN, an ICE lashing chain of type ICE-VSK-10 would suffice.

The length of the ICE standard version is 3.5 metre, too, however, the chain diameter is only 10 mm. The permissible pulling force LC amounts 10,000 daN, too. The weight of the standard chain of grade 8 is nearly 70 % higher than a grade ICE-120.

The table on pages 26/27 shows the improvements of the ICE quality compared with the EN standard. The clever calculators will recognise very quickly that the higher purchase prices will soon be compensated by the long-life and robust ICE chains with their easier handling.

By using these pink-coloured lashing chains you will easier satisfy the critical eyes of the controlling authorities (avoids press charges).

The elastic elongation of the lashing chains with a permissible pulling force LC (half of the minimum breaking force) is only 1.1 up to 1.6 % compared with the new lashing belts < 7 %. This low elongation can be of big advantage when having long lashing means.

The first calculation example has shown that for a safe vertical lashing (see page 4), the amount of the pre-tension force has to be known in all cases. This pre-tension force, however, is the big unknown. Furthermore, the driver is not able to recognise a decrease of the pre-tension force, caused by settling of the load during driving. This will result again and again in uncontrolled lashing forces questioning the effectiveness of the load securing.

Referring to the calculation example 1 (see page 4) - vertical lashing- in theory 11 looped lashing belts should have been used at a required total pre-tension force $F_v = 7698$ daN and a STF of 500 daN.

With a loop, theoretically enabling a doubling of the pre-tension force, it cannot not be assured by 100 % that on the side opposite the ratchet there exists the same pre-tension force. By friction losses at the corners of the loop the pre-tension force can be considerably reduced. These losses may be reduced to a certain extent by edge protection devices; however, the safest way to absolutely avoid any losses is either the use of two tensioning elements (one element per side) or, as mentioned in the formula on page 4 at the bottom left, to increase the number of lashing means by factor 1.5.

Thanks to high pre-tension force STF RUD lashing chains are also ideal for vertical lashing!
The RUD Lashing Card

RUD-ID System – The innovative identification system for lashing and lifting means

The RUD-ID-SYSTEM® is a reliable digital assistance regarding inspection and administration of lashing and lifting means. It bases upon the RFID technology. The system consists of transponder, reader and a web-based administration software.

The transponder RUD-ID-Point® is captively embedded into the provided borehole of the tensioner (patent); it can be read contactless via the reader RUD-ID-EASY-CHECK®.

The RUD-ID-Point® is extremely resistant against temperature, impacts, pollution, water, acid, magnetic fields. It contains a worldwide distinctive, unchangeable, 16-digit identification number.

The robust RUD-ID-EASY-CHECK® readers capture the identification number of the RUD-ID-Point® and transfer it to the RUD-ID-NET® application (software), resp. optionally to your PC application like WordPad, MS Word, MS Excel, SAP etc.

The RUD-ID-SYSTEM® features many simplifications:
- Digital maintenance, analysis, administration of inspection datas
- Efficient inspection procedure
- Automatic inspection reminder
- Automated inspection reports
- Digital connection to current product information and documents with access to the RUD web portal with its considerably applications like e.g. lashing calculation.

Order now by using number 7997579

More information under: www.rud.com

Collection of tables for selecting of the correct VIP- or ICE chain for vertical- or diagonal lashing.

Angle measuring device for specifying vertical angle $\alpha$ and horizontal angle $\beta$.
Ultra-light – up to 45 % reduction of weight!

<table>
<thead>
<tr>
<th>Nominal size [mm]</th>
<th>Lashing Capacity LC [daN]</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Grade 8</td>
</tr>
<tr>
<td>6</td>
<td>2.200</td>
</tr>
<tr>
<td>8</td>
<td>4.000</td>
</tr>
<tr>
<td>10</td>
<td>6.300</td>
</tr>
<tr>
<td>13</td>
<td>10.000</td>
</tr>
<tr>
<td>16</td>
<td>16.000</td>
</tr>
</tbody>
</table>

ICE lashing chain replaces grade 8 of the next bigger nominal size
Due to the tremendous strength of the patented ICE material, a continuous leap in the nominal size could be realised for the first time compared with grade 8 even with smaller dimensions than a diameter of 16 mm; this means, for direct lashing, an ICE lashing chain, is able to replace a lashing chain of grade 8 of the next bigger nominal size.

**The result:**
**Up to 45 % reduction of weight!**

The approved technical advantages of the VIP program were maintained with the ICE lashing chain and further developed. Tensioning-, connecting- and shortening elements were considerably improved in terms of weight and functionality. As a special highlight the tensioner ICE-CURT shows many advantages. It

- exceeds the requirements of EN 12195-3,
- has a patented preparation for theft protection via pedlock (Type ABUS 85/40HB),
- is equipped with a RUD-ID-POINT®
- is easy to clean and lubricate,
- has a novel, convenient anti-loosening device,
- is easy and quick to handle – even with gloves,
- is extra light and robust – thanks to its innovative forging construction.

By using ICE lashing chains, the user has less weight to carry and lift, improved ergonomics, faster mounting possibilities and increased safety.

The ICE-STAR-HOOK in FEM weight-optimized design is up to 25 % lighter than a hook in grade 8 of the next bigger chain despite a big hook mouth width.

The magnetic sticking securing disc of the ICE-CURT prevents unintended loosening.
ICE lashing chains fulfil the new standard on all items and furthermore offer a variety of additional features!

Regarding lashing chain standard EN 12195-3

Forbidden!

- Connecting device
  - Without safety latch

- Chain:
  - Lower Grade than Grade 8
  - No manufacturer’s mark
  - Long link chain

- Shortening device:
  - No locking device
  - Breaking force reduction of the chain

- Identification tag:
  - Not according to EN 12195-3
  - Missing

- Tensioner:
  - STF > 50 % LC
  - No manufacturer mark
  - No turn-out securing
  - Kickback > 150 mm

ICE Advantages!

- ICE-STAR-HOOK:
  + Wear marks
  + Control mark for widening the mouth width
  + Robust, forged safety latch

- ICE chain:
  + Grade 12
  + 35 % tougher
  + 30 % harder
  + Up to 60 % more LC
  + Up to 45 % lighter

- Shortening devices:
  + Easy, quick handling
  + Locking device by shape

- ICE identification tag:
  + Integrated testing gauge

- ICE-CURT:
  + Convenient anti-loosening device
  + Theft protection possible
  + RUD-ID-POINT
  + Movable on the chain
  + Easy, quick handling/maintenance

Subject to technical modifications.
Lashing points

What will, however, be the use of the optimal calculation, the optimal lashing mean, if there suitable lifting- and lashing points at the load or on the vehicle have not been provided. Due to this fact, RUD has developed a complete range of high-tensile lifting- and lashing points. As the photos show, well known vehicle manufacturers already have successfully used these helpful devices. These are forged, moveable eyes made of high-quality alloy steel.

These elements have also been tested and approved by the BG for vehicles and the TÜV Rheinland (German authority for technical supervision).

In particular to mention is the new generation of lashing points with a clear LC indication in daN (see page 18-20).

These extremely practical elements can additionally be fit at the vehicle by approved welders. Besides to the lashing points ready to weld with LC indication there is a comprehensive assortment of variants ready to bolt which can be used for load securing. All geometry data are available free of charge on CD-ROM for the own CAD design.

Earth moving machineries such as excavators, loaders, dozers and special machines for earth moving have to be equipped with lashing points for assuring a safe transport. Also for a safe lifting, clearly marked lifting points have to be provided. They have been prescribed in EN 474-1 (earth moving machineries - safety) since 1994 for all new machines.

Trucks, trailers and semi-trailers with stake bodies have already been equipped since a certain time with lashing points for applying lashing means for load securing. For realisation it is referred to EN 12640 “Lashing points on commercial vehicles for goods transportation”.

Subject to technical modifications.
Load securing with heavy transports – we look forward to receiving your different kind of tasks!

One of the biggest problems with securing of heavy loads is how to avoid a static over-determination. This means if more than two lashing means are used for each direction, only two of the lashing means used accept the complete or the biggest part of the force. More than two strands will bear in theory if all of these strands fulfill the following conditions:

- same strand length
- same lashing angles
- same pre-tension
- same lashing mean (elongation)

The practitioner immediately recognizes that such a load securing cannot be realized.

In order to solve this problem, you can draw on a trick: The lashing chains will be looped around and thus be lead in double strands from the load to the vehicle; the result will be four bearing strands in one direction.

Due to the loop, however, there must be an equation of the force in the double strands. This can for example be effected by looping around a round lifting bitt, as shown in the two photos above. An even better equation of force can be obtained by VIP lashing chains with a balancer roll.

Since with this “double lashing”, different angles and specific individual conditions have to be respected besides to the common lashing angles $\alpha$ and $\beta$, this kind of load securing cannot be calculated in a common way.

Please let us have your specific task, we will find a solution!
Container Lashing Chains for multi-bucket system vehicles

Optimal load securing on multi-bucket system vehicles!

You certainly do not consider collecting tickets resulting from missing load securing. However, the risk considerably increases with increasing traffic checks. By using RUD products, you can protect yourselves and at the same time increase the safety for yourselves and others on roads.

It is not sufficient to secure containers only by vertical lashing, e.g. Y-lashing as shown on the right-hand photo. With the presence of ice, oil, mud or dirt there can be a low friction value of about $\mu = 0.1$ even by using friction increasing mats.

The only safe variant is the inclined lashing such as V-, X- or trapeze lashing with fix connection at the lashing point and the suspension pin.

**Attention:** The load can slip when looping the chain through the lashing point, as it can often be seen with a V-lashing in practical use.

This means, however, that a tensioner has to be provided **at each lashing strand** – you should accept the slightly longer tensioning time in favour of the safety! The flatter the vertical angle $\alpha$, the higher container weights can be transported – or a thinner chain can be used.

We recommend the following procedures:

- **X-lashing**
- **V-lashing**
- **Trapeze-lashing**
Example for multi-bucket system vehicles:
Load weight 15 t
\( \alpha = 60^\circ \)
Recommendation ICE chain with dia. 10 mm
\( \alpha = 30^\circ \)
A ICE chain with dia. 8 mm is sufficient.

The lateral securing has to be effected via a fix stop.

Prerequisite:
There must be proven lashing points at the vehicle suitable for accepting loads.

RUD container lashing chains allow a quick and easy direct lashing of the containers in and contrary to driving direction.

All components correspond with standard EN 12195-3.

The pictures above exemplify the configuration of the RUD Container Lashing Chains. Other chain configurations analogue page 22/23 are also available. Please state the required chain configuration when ordering.

The right RUD Lashing Chain!

<table>
<thead>
<tr>
<th>Grade</th>
<th>Chain ( \varnothing ) [mm]</th>
<th>LC per leg [daN]</th>
<th>Max. Container weight [t] (2 lashing chains per direction, ( \mu = 0.1 ); lateral form closure, ( \beta = 0^\circ ))</th>
<th>Ref. no.</th>
</tr>
</thead>
<tbody>
<tr>
<td>VIP-100</td>
<td>6*</td>
<td>3000</td>
<td>( \alpha \leq 30^\circ )</td>
<td>( \alpha \leq 45^\circ )</td>
</tr>
<tr>
<td>ICE-120</td>
<td>8</td>
<td>6000</td>
<td>16.0</td>
<td>13.5</td>
</tr>
<tr>
<td>ICE-120</td>
<td>10</td>
<td>10000</td>
<td>26.6</td>
<td>22.6</td>
</tr>
</tbody>
</table>

*Phase-out model – available as long as stock lasts.
A problem often occurring with direct lashing is the fact that no adequate lashing points are available at the load or the connection dimensions of the existing “lashing points” (often just holes) do not allow a correct attachment of the lashing hook.

**Attention:**
- The safety latch of the lashing hook should be closed in hooked-in condition!
- Lashing hook must only be loaded in the hook ground, never at the tip!

To adjust the lashing means to non adequate lashing points, the use of a shackle often causes problems since the shackles will be submitted to forbidden bending forces. An even better and especially flexible alternative is the endless chain (see adjacent photos).

An endless chain should be selected in the same nominal size and quality class as the lashing chain; thanks to the “doubling” of the chain, sharp edges at the endless chain will no longer represent a problem.

A special flexible endless chain can be generated by the ICE-Multi shortening claw, by just connecting a piece of ICE-chain with the ICE-Multi shortening claw to a closed loop.

**Special advantages:**
- The endless chain can be opened without tools and
- can be adjusted in its loop diameter.

Typical “direct lashing loads” without lashing points are stone blocks or concrete parts. By using an endless chain, a so-called “spring lashing” can be effected (adjacent photo).
**ICE-VSK-Endless chains grade ICE-120**

Adjustable endless chain

<table>
<thead>
<tr>
<th>Chain Ø [mm]</th>
<th>Type</th>
<th>Lashing cap. LC [daN]</th>
<th>Chain length [m]</th>
<th>Weight [kg/pc.]</th>
<th>Ref. no.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>ICE-VSK-KK-6</td>
<td>3600</td>
<td>1.0</td>
<td>1.2</td>
<td>7901307</td>
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<tr>
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<td>6000</td>
<td>1.2</td>
<td>2.5</td>
<td>7901308</td>
</tr>
<tr>
<td>10</td>
<td>ICE-VSK-KK-10</td>
<td>10000</td>
<td>1.2</td>
<td>4.2</td>
<td>7901309</td>
</tr>
<tr>
<td>13</td>
<td>ICE-VSK-KK-13</td>
<td>16000</td>
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<td>8.8</td>
<td>7901310</td>
</tr>
<tr>
<td>16</td>
<td>ICE-VSK-KK-16</td>
<td>25000</td>
<td>1.5</td>
<td>13.4</td>
<td>7901311</td>
</tr>
</tbody>
</table>

Please mind the correct connection:

- Chain end always down!
VIP Lashing Points with LC indication – weldable

- Loadable from any direction
- Design in VIP quality, up to 50% increased lashing capacity compared with standard design
- Shapely design, zinc-phosphated
- Inside spring for noise damping available
- The patented distance lugs assist in achieving the correct root weld.
- Optimized 90° load support - patented

**LPW**

- Circular welding seam
  - No rusting under of the welding blocks
  - Smaller welding seam like LRBS
- Dimensions A, B, D, E, F like LRBS
  - Welding blocks and ring body fix connected by special radial clamp spring
  - Easy adjustment of the ring body
  - Ring body stays in position
  - Easy painting
  - No loose parts
  - No rattling
  - Process reliability at welding: dimension E is assured
- Distance from ring body to weld contact area bigger than at LRBS
  - Easy painting in the gap

**LRBS-FIX**

- Previous threepart design

---

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>LRBS-FIX 3000</td>
<td>3000</td>
<td>in preparation – soon available</td>
<td></td>
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</tr>
<tr>
<td>LRBS-FIX 5000</td>
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<td>in preparation – soon available</td>
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<td>LRBS-FIX 8000</td>
<td>8000</td>
<td>60</td>
<td>14</td>
<td>39</td>
<td>48</td>
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<td>69</td>
<td>74</td>
<td>0.9</td>
<td>7999 303</td>
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<td>13400</td>
<td>88</td>
<td>20</td>
<td>50</td>
<td>60</td>
<td>167</td>
<td>91</td>
<td>97</td>
<td>2.2</td>
<td>7999 304</td>
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<td>LRBS-FIX 20000</td>
<td>20000</td>
<td>100</td>
<td>22</td>
<td>60</td>
<td>65</td>
<td>191</td>
<td>100</td>
<td>108</td>
<td>3.7</td>
<td>7999 305</td>
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<tr>
<td>LRBS-32000*</td>
<td>32000</td>
<td>130</td>
<td>30</td>
<td>72</td>
<td>90</td>
<td>267</td>
<td>134</td>
<td>140</td>
<td>8.0</td>
<td>7999 306</td>
</tr>
</tbody>
</table>

*Previous threepart design

---

Subject to technical modifications.
VIP Lashing Points with LC indication – weldable

**LRBK-FIX**

- Welded on the corner, it reduces the number of lashing points
- Loadable from any direction
- Low profile and 270° pivoting
- Welding blocks and ring body fix connected by special radial clamp spring
  - Easy adjustment of the ring body
  - Ring body stays in position
  - Easy painting
  - No loose parts
  - No rattling
  - Process reliability at welding: dimension E is assured

<table>
<thead>
<tr>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>LRBK-FIX 8000</td>
<td>8000</td>
<td>32</td>
<td>14</td>
<td>28</td>
<td>48</td>
<td>141</td>
<td>29</td>
<td>65</td>
<td>HY 4+3</td>
<td>1</td>
<td>7903056</td>
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<td>LRBK-FIX 13400</td>
<td>13400</td>
<td>40</td>
<td>20</td>
<td>35</td>
<td>60</td>
<td>181</td>
<td>33</td>
<td>84</td>
<td>HY 5+3</td>
<td>2.1</td>
<td>7903057</td>
</tr>
<tr>
<td>LRBK-FIX 20000</td>
<td>20000</td>
<td>52</td>
<td>22</td>
<td>46</td>
<td>65</td>
<td>212</td>
<td>46</td>
<td>94</td>
<td>HY 8+3</td>
<td>4.4</td>
<td>7903058</td>
</tr>
</tbody>
</table>

**L-ABA**

- Loadable from any direction
- Quenched and tempered part, thereby wear resistant
- Patented wear markings inside and outside
- Small circular fillet weld seam
- No sharp edges

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>L-ABA 3200 daN</td>
<td>3200</td>
<td>30</td>
<td>16</td>
<td>100</td>
<td>35</td>
<td>16</td>
<td>57</td>
<td>41.5</td>
<td>4</td>
<td>0.44</td>
<td>7902667</td>
</tr>
<tr>
<td>L-ABA 6400 daN</td>
<td>6400</td>
<td>41</td>
<td>23</td>
<td>137</td>
<td>50</td>
<td>21</td>
<td>80</td>
<td>59</td>
<td>6</td>
<td>1.1</td>
<td>7902668</td>
</tr>
<tr>
<td>L-ABA 10000 daN</td>
<td>10000</td>
<td>51</td>
<td>27</td>
<td>172</td>
<td>60</td>
<td>27.5</td>
<td>99</td>
<td>71.5</td>
<td>7</td>
<td>2.3</td>
<td>7901722</td>
</tr>
<tr>
<td>L-ABA 20000 daN</td>
<td>20000</td>
<td>70</td>
<td>38</td>
<td>228</td>
<td>80</td>
<td>35</td>
<td>130</td>
<td>95</td>
<td>8</td>
<td>5.3</td>
<td>7901723</td>
</tr>
</tbody>
</table>

Subject to technical modifications.
VIP Lashing Points with LC indication – weldable

- Loadable from any direction
- Pivots 225°
- Lashing possible even at overhanging load
- No rusting under of the welding blocks
- Welding blocks and ring body fix commented by special radial clamp spring
  - Easy adjustment of the ring body
  - Ring body stays in position
  - Easy painting
  - No loose parts
  - No rattling
  - Process reliability at welding: dimension B is assured

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>SLP 10000</td>
<td>10000</td>
<td>63</td>
<td>185</td>
<td>60</td>
<td>100</td>
<td>110</td>
<td>25</td>
<td>115</td>
<td>14</td>
<td>3.75</td>
<td>7900082</td>
</tr>
</tbody>
</table>
Combination – Lashing and Lifting Point

![Image of Combination - Lashing and Lifting Point]

- Absolute innovative design
- Forged in one piece
- Noiseless – no rattling in the eyes
- Surface: galvanized
- Body and bolts 100 % crack detected
- Simple assembly with three bolts M12, quality 10.9
- Working Load Limit WLL marked in t
- Lashing Capacity LC marked in daN
- 4-fold safety factor for lifting and lashing
- Suitable for all common lashing means – also for double connection

### Type

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>SMILEY-BI</td>
<td>3</td>
<td>3000</td>
<td>163</td>
<td>244</td>
<td>50</td>
<td>75</td>
<td>116</td>
<td>19</td>
<td>12</td>
<td>M12 x 30</td>
<td>3.5/3.7</td>
<td>7997059</td>
<td>7997727</td>
</tr>
</tbody>
</table>

RORO Lashing Points

![Image of RORO Lashing Points]

- Lashing- and connection device at road vehicles for sea transport on Ro/Ro ships
- Lashing point forged in one piece, noiseless
- 100 % crack detected
- acc. to EN 29367-2
- Resistance characteristics with a proof force = 120 kN and a breaking force = 200 kN
- Simple attachment with three bolts M12, quality 10.9
- Surface: galvanized
- Shapely design, appropriate to the load
- Lightweight construction
- Suitable for all common lashing means – also for double connection
- The force contact point at the bracket has been chosen in such a way that the direction of load is in the centre of gravity of the bolts.
- Advantage: Minimizing the load of the bolts, use of a smaller bolt dimension.

### Type

<table>
<thead>
<tr>
<th>Type</th>
<th>LC [daN]</th>
<th>A [mm]</th>
<th>B [mm]</th>
<th>C [mm]</th>
<th>D [mm]</th>
<th>E [mm]</th>
<th>F [mm]</th>
<th>3 x bolt</th>
<th>Weight [kg/piece]</th>
<th>Ref. no. without bolts</th>
<th>Ref. no. with bolts</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMILEY</td>
<td>6000</td>
<td>160</td>
<td>160</td>
<td>50</td>
<td>75</td>
<td>72</td>
<td>-</td>
<td>M12 x 30</td>
<td>1.6/1.8</td>
<td>7994086</td>
<td>7997726</td>
</tr>
</tbody>
</table>

RORO Lashing point acc. to DIN EN 29367-2
Reference no. 7983031
Permissible lashing capacity = 10,000 daN.
### ICE-VSK-CURT lashing chains – grade ICE-120

**Tensioner moveable within the chain strand**

<table>
<thead>
<tr>
<th>Chain Ø (mm)</th>
<th>Type</th>
<th>Lashing cap.</th>
<th>Type</th>
<th>Tensioner</th>
<th>Lmin</th>
<th>Weight</th>
<th>Ref. no.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>ICE-VSK-6-CURT-IVH</td>
<td>3600</td>
<td>ICE-CURT-6-GAKO</td>
<td>Pre-tension STF</td>
<td>in preparation – soon available</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>ICE-VSK-8-CURT-IVH</td>
<td>6000</td>
<td>ICE-CURT-8-GAKO</td>
<td>2800</td>
<td>170</td>
<td>8.0 + 5.2</td>
<td>7901 129</td>
</tr>
<tr>
<td>10</td>
<td>ICE-VSK-10-CURT-IVH</td>
<td>10000</td>
<td>ICE-CURT-10-GAKO</td>
<td>2800</td>
<td>170</td>
<td>13.0 + 7.1</td>
<td>7901 130</td>
</tr>
<tr>
<td>13</td>
<td>ICE-VSK-13-CURT-IVH</td>
<td>16000</td>
<td>ICE-CURT-13-GAKO</td>
<td>2800</td>
<td>300</td>
<td>21.9 + 13.6</td>
<td>7902 626</td>
</tr>
<tr>
<td>16</td>
<td>ICE-VSK-16-CURT-IVH</td>
<td>25000</td>
<td>ICE-CURT-16-GAKO</td>
<td>Pre-tension STF</td>
<td>in preparation – soon available</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Standard length 3500**

<table>
<thead>
<tr>
<th>Chain Ø (mm)</th>
<th>Type</th>
<th>Lashing cap.</th>
<th>Type</th>
<th>Tensioner</th>
<th>Lmin</th>
<th>Weight</th>
<th>Ref. no.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>ICE-VSK-6-CURT-SL</td>
<td>3600</td>
<td>ICE-CURT-6-SL</td>
<td>Pre-tension STF</td>
<td>in preparation – soon available</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>ICE-VSK-8-CURT-SL</td>
<td>6000</td>
<td>ICE-CURT-8-SL</td>
<td>2800</td>
<td>170</td>
<td>12.6</td>
<td>7900 026</td>
</tr>
<tr>
<td>10</td>
<td>ICE-VSK-10-CURT-SL</td>
<td>10000</td>
<td>ICE-CURT-10-SL</td>
<td>2800</td>
<td>170</td>
<td>18.1</td>
<td>7900 027</td>
</tr>
</tbody>
</table>

**Subject to technical modifications.**
### VIP-VSK lashing chains – grade VIP-100

#### Chain Ø 6 mm

<table>
<thead>
<tr>
<th>Chain Ø [mm]</th>
<th>Type</th>
<th>Lashing cap. LC [daN]</th>
<th>Type</th>
<th>Tensioner Pre-tension STF [daN]</th>
<th>Adjustm [mm]</th>
<th>Lmin [mm]</th>
<th>Weight [kg/pc.]</th>
<th>Ref. no.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>VIP-VSK-6-VKSPS-VMK*</td>
<td>3000</td>
<td>VSKPS-6</td>
<td>1500</td>
<td>120</td>
<td>610</td>
<td>4.3</td>
<td>7900 029</td>
</tr>
<tr>
<td>6</td>
<td>VIP-VSK-6-VKSPS-R-VMK*</td>
<td>3000</td>
<td>VSKPS-R-6</td>
<td>1500</td>
<td>120</td>
<td>610</td>
<td>4.5</td>
<td>7900 030</td>
</tr>
</tbody>
</table>

*Phase-out model – available as long as stock lasts.

#### Chain Ø 16 mm

<table>
<thead>
<tr>
<th>Chain Ø [mm]</th>
<th>Type</th>
<th>Lashing cap. LC [daN]</th>
<th>Type</th>
<th>Tensioner Pre-tension STF [daN]</th>
<th>Adjustm [mm]</th>
<th>Lmin [mm]</th>
<th>Weight [kg/pc.]</th>
<th>Ref. no.</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>VIP-VSK-16-VKSPS-VVH*</td>
<td>20000</td>
<td>VSKPS-16</td>
<td>3600</td>
<td>300</td>
<td>1740</td>
<td>30.8 + 16.4</td>
<td>7900 031</td>
</tr>
<tr>
<td>16</td>
<td>VIP-VSK-16-VKSPS-R-VVH*</td>
<td>20000</td>
<td>VSKPS-R-16</td>
<td>3600</td>
<td>300</td>
<td>1740</td>
<td>30.8 + 16.9</td>
<td>7900 032</td>
</tr>
</tbody>
</table>

#### Convenient tools

- **ICE-Identification tag as proof gauge (patent)**
  - ICE-VSK-KZA  Ref. no. (with mounting link)
    - ICE-VSK-8  7995772
    - ICE-VSK-10  7995773
    - ICE-VSK-13  7995774

- **ICE-Identification tag as proof gauge (patent)**
  - VIP-VSK-KZA  Ref. no. (with mounting link)
    - VIP-VSK-6  7988623
    - VIP-VSK-16  7988627

---

**ICE-Identification tag** as proof gauge (patent)

Order now with order number 7997579

Which lashing chain for which load?

– Very easy with the RUD...

...CD-ROM!

Ref. no. 7982945

---

Subject to technical modifications.
Which lashing chain for which load?

### Diagonal lashing

<table>
<thead>
<tr>
<th>Lashing chain</th>
<th>LC (daN)</th>
<th>Max. load weight [t] (horizontal angle β: 20°-45°; 2 lashing chains per direction)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Vertical angle α: 0°-30°</td>
</tr>
<tr>
<td></td>
<td></td>
<td>μ=0.1 μ=0.2 μ=0.3 μ=0.4 μ=0.5 μ=0.6 μ=0.1 μ=0.2 μ=0.3 μ=0.4 μ=0.5 μ=0.6</td>
</tr>
<tr>
<td>ICE-VSK 6</td>
<td>3600</td>
<td>6.2 8.4 10.4 13.0 17.4 26.2 4.5 6.3 9.0 12.8 19.2 32.0</td>
</tr>
<tr>
<td>VIP-VSK 6</td>
<td>3000</td>
<td>5.2 7.0 8.7 10.9 14.5 21.9 3.8 5.3 7.5 10.7 16.9 26.7</td>
</tr>
<tr>
<td>ICE-VSK 8</td>
<td>6000</td>
<td>10.5 14.0 17.4 21.8 29.1 43.9 7.6 10.7 15.0 21.4 32.0 53.4</td>
</tr>
<tr>
<td>ICE-VSK 10</td>
<td>10000</td>
<td>17.5 23.4 29.0 36.4 48.6 73.1 12.8 17.9 25.0 35.6 53.4 89.0</td>
</tr>
<tr>
<td>ICE-VSK 13</td>
<td>16000</td>
<td>28.0 37.5 46.4 58.2 77.8 117.0 20.5 28.6 40.0 57.1 85.5 142.4</td>
</tr>
<tr>
<td>VIP-VSK 16</td>
<td>20000</td>
<td>35.0 46.9 58.1 72.8 97.3 146.3 25.6 35.8 50.0 71.3 106.9 178.0</td>
</tr>
</tbody>
</table>

### Frictional lashing

<table>
<thead>
<tr>
<th>RUD Lashing chain</th>
<th>STF (daN)</th>
<th>= required number of VIP + ICE lashing chains</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>(number of lashing chains = factor from Table X load weight [t])</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Vertical angle α: 60°-90°</td>
</tr>
<tr>
<td></td>
<td></td>
<td>μ=0.1 μ=0.2 μ=0.3 μ=0.4 μ=0.5 μ=0.6 μ=0.1 μ=0.2 μ=0.3 μ=0.4 μ=0.5 μ=0.6</td>
</tr>
<tr>
<td>VIP-VSK 6</td>
<td>1500</td>
<td>3.6 x 1.6 x 0.9 x 0.6 x 0.4 x 0.2 x 6.3 x 2.7 x 1.5 x 0.9 x 0.6 x 0.3 x</td>
</tr>
<tr>
<td>VIP-VSK 8</td>
<td>2500</td>
<td>2.2 x 1.0 x 0.6 x 0.4 x 0.2 x 0.2 x 3.8 x 1.6 x 0.9 x 0.6 x 0.4 x 0.2 x</td>
</tr>
<tr>
<td>VIP-VSK 10</td>
<td>2800</td>
<td>2.0 x 0.9 x 0.5 x 0.3 x 0.2 x 0.1 x 3.4 x 1.5 x 0.8 x 0.5 x 0.3 x 0.2 x</td>
</tr>
<tr>
<td>ICE-VSK 8/10/13</td>
<td>2800</td>
<td>2.0 x 0.9 x 0.5 x 0.3 x 0.2 x 0.1 x 3.4 x 1.5 x 0.8 x 0.5 x 0.3 x 0.2 x</td>
</tr>
<tr>
<td>VIP-VSK 13/16</td>
<td>3600</td>
<td>1.5 x 0.7 x 0.4 x 0.3 x 0.2 x 0.1 x 2.6 x 1.2 x 0.7 x 0.4 x 0.3 x 0.2 x</td>
</tr>
</tbody>
</table>

Values of both tables refer to: stable load, road transport, no combination with other lashing or securing methods!

### Slide-coefficient of friction μ, acc. to VDI 2700-2

<table>
<thead>
<tr>
<th>Materials</th>
<th>dry</th>
<th>wet</th>
<th>greasy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wood/wood</td>
<td>0.20-0.50</td>
<td>0.20-0.25</td>
<td>0.05-0.15</td>
</tr>
<tr>
<td>Metal/wood</td>
<td>0.20-0.50</td>
<td>0.20-0.25</td>
<td>0.02-0.10</td>
</tr>
<tr>
<td>Metal/metal</td>
<td>0.10-0.25</td>
<td>0.10-0.20</td>
<td>0.01-0.10</td>
</tr>
</tbody>
</table>

If there is a clear deviation from the indicated lashing angles, then it is necessary to add some safety measures (e.g. larger chain diameter, and/or chocks – friction increasing elements).

Heavy construction machinery should be positioned bucket first, tight against the step frame of the low loader.

Handbrake must be engaged and the vehicle left in gear.

Subject to technical modifications.
### Comparison of rules for lashing chains – example round steel link chain 8 mm

<table>
<thead>
<tr>
<th>No.</th>
<th>Heading</th>
<th>Customary before 2001</th>
<th>EN 12195-3</th>
<th>Grade ICE-120</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Chain quality</td>
<td>Grade 2 to 8 e.g. LC of 500 daN up to 4000 daN</td>
<td>EN-818-2; grade 8 – 800 N/mm² e.g. LC = 4000 daN</td>
<td>Special quality BG cert. 60 % increased breaking force grade 12 – 1200 N/mm² e.g. LC = 6000 daN</td>
</tr>
<tr>
<td>1.1</td>
<td>Chain Dimensions</td>
<td>Different pitch lengths</td>
<td>t = 3 x D (for transport of long wood t = 6 x D allowed)</td>
<td>t = 3 x D = 8 x 24</td>
</tr>
<tr>
<td>1.2</td>
<td>Chain identification</td>
<td>Not defined + manufacturer’s identification + 8 for grade 8</td>
<td>ICE Pink powder coating ICE-identification: every chain link ICE-marked and -12-marked in regular intervals.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Minimum breaking force</td>
<td>No standard. By insufficient shortening means, reductions of up to 40 % could have been possible e.g. BF = 48 KN instead of 80 KN with Grade 8!</td>
<td>In shortened condition minimum breaking strength must be achieved. 100 %! e.g. BF = 80 KN</td>
<td>100 % in shortened condition. e.g. BF = 120 KN</td>
</tr>
<tr>
<td>2.1</td>
<td>Shortening</td>
<td>Chain killer. Reduction of the breaking force up to 40 %</td>
<td>100 % of breaking force must be proven</td>
<td>ICE shortener fulfils 100 %</td>
</tr>
<tr>
<td>3</td>
<td>Proof load</td>
<td>Deformation with 1.25 LC at chain and tensioner were common. No requirement</td>
<td>No deformation at LC x 1.25 – Load period 1 min.</td>
<td>No deformation at LC x 1.25 – 1 min.</td>
</tr>
<tr>
<td>4</td>
<td>Tensioning element</td>
<td>Turnbuckles; tensioners with long levers; elbow lever- or excenter tensioners with kickback &gt; 150 mm No-name-products</td>
<td>Only tensioners with a kickback at the end of the tensioning lever being smaller than 150 mm. Manufacturer identification is compulsory.</td>
<td>ICE-T-Ratchet tensioner – no kickback.</td>
</tr>
<tr>
<td>4.1</td>
<td>Securing of pre-tension</td>
<td>No rule in case of vibrations, loosening could occur</td>
<td>No unintentional loosening of pre-tension (safety chain or similar)</td>
<td>Ratchet tensioner with novel, convenient anti-loosening-device (see page 10)</td>
</tr>
</tbody>
</table>
### Comparison of rules for lashing chains – example round steel link chain 8 mm

<table>
<thead>
<tr>
<th>No.</th>
<th>Heading</th>
<th>Customary before 2001</th>
<th>EN 12195-3</th>
<th>Grade ICE-120</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2</td>
<td>Tension force STF</td>
<td>No rule. Ratchet tensioner with extremely long lever and insufficient shortening elements achieve a STF up to 65% of the breaking force. e.g. STF = 5200 daN = 1.3 x LC = 65% BF! Not allowed!</td>
<td>STF = remaining force in the lashing (pre-tension) after a standard-hand force (SHF) of 500 N (50 daN) at the lever of the tensioner. At Ø 6 - 10 mm: STF(<em>\text{min}) = 0.25 x LC STF(</em>\text{max}) = 0.5 x LC At Ø 13 - 16 mm: STF(<em>\text{min}) = 0.15 x LC STF(</em>\text{max}) = 0.5 x LC</td>
<td>ICE-Ratchet tensioner – STF Ø 8: 2800 daN = 0.46 LC Ø 10: 2800 daN = 0.28 LC Ø 13: 2800 daN = 0.17 LC</td>
</tr>
<tr>
<td>4.3</td>
<td>Tensioning element Turn-out securing</td>
<td>No rule. An unintentional loosening of spindles insufficiently screwed was often occurred.</td>
<td>Turn-out securing compulsory.</td>
<td>Turn-out securing at ratchet tensioners.</td>
</tr>
<tr>
<td>4.4</td>
<td>Tensioning elements with hook-shaped shortening devices</td>
<td>No rule. Easy drop out often occurred Refer to item 2.1. oder Verriegelung.</td>
<td>Securing by shape or locking device.</td>
<td>ICE shortener with securing by shape.</td>
</tr>
<tr>
<td>5</td>
<td>Unintentional turn out at connection elements (hooks)</td>
<td>Insufficient!</td>
<td>Safety latch compulsory.</td>
<td>Robust safety latch compulsory.</td>
</tr>
</tbody>
</table>
| 6   | Identification of the complete lashing chain | Non, respectively acc. to VDI 2701. | Indications extended:  
- Lashing force (LC) [daN]  
- Tension force (STF) [daN]  
- Name of manufacturer  
- Indication of standard  
- Hint: not for lifting | ● Patented identification tag fulfils standard prescriptions and allows an easy examination of the chain.  
● Distinctive identification by a RUD-ID-Point® embedded into the tensioner. |
Useful hints for the user:

**RUD-CD-ROM or www.rud.com**

The user can easily choose the correct RUD sling chain and lifting points by only a mouse click!

With lashing chain calculation program and lashing protocol!

Based upon a questionnaire, the most important data are entered such as e.g.
- weight of load
- horizontal- and vertical angle
- sliding friction value

The optimal RUD lashing chain will automatically be determined in only a few seconds. You can print out: drawing scheme, parts list and calculation protocol of the selected RUD lashing chain!