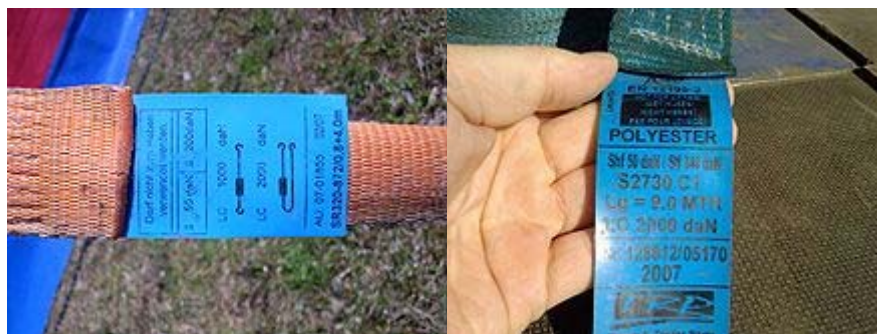


Information on Load Securing

According to section 22 of the German Traffic Regulations (§ 22 StVO), the parties responsible for the secure cargo loading are not only the driver and the owner of the vehicle, but also the head of the loading operation. In the case of regulatory offences such as in general traffic controls or accidents with damage to property, violation of this section can attract fines to the amount of 50 – 150 Euro and 1-3 points in the German Central Register of Traffic Offenders. Criminal offences such as traffic accidents with damage to persons will be punished with a fine or imprisonment.

We therefore kindly ask you to note the following in case you collect the cargo yourself or entrust your forwarding agents with the collection:

- As a rule we cannot deliver the goods to you without packaging.
- The vehicle sent for collection must be suitable for transport (according to sections 30 and 31 of German Road Traffic Licensing Regulations - §§ 30, 31 StVZO) „You have to see to it that the vehicle complies at any time with the legal requirements (StVO, StVZO) regarding gross axle weight rating (weight distribution plan), over-width, roadworthiness, braking behaviour, overloading and load securing .” As soon as the goods are ready for collection we will inform you about the type of packaging, the weight and dimensions of each package.
- The vehicle must have:
 - **Lashing straps** which correspond to DIN EN 12195-2, being undamaged and showing the manufacturer’s control tag at the loose as well as the fixed end of the strap (with ratchet to tighten the strap):



Damaged straps and/or missing control tags mean that the straps may not be used any longer! The basic rule applies “A single strap is like no strap”, so please always carry along enough standard straps.

Information on Load Securing

- **Non-slip mats:** During transport there will evolve forces of acceleration in, as well as transverse to, the direction of travel. The assumption that “the cargo is so heavy that it will not slip” is not correct. The slip hazard is – independent of the weight - due to the friction coefficient μ between cargo and loading surface.
- **Edge protectors** ensure better gliding properties of load-securing devices and increase pre-load forces.
- **Tie-down rings / tie-down hoops** must be in good order and condition and undamaged (this also applies for passenger cars!!)
- Eventually **lashing latch(es)**

The loading surface must be swept clean and, in winter, free of ice.

You are welcome to purchase lashing straps, non-slip mats and edge protectors from us, if you do not have them available.

Please take care that all loading equipment such as sack trucks or pallet trucks is well secured to prevent it from slipping or tipping over during transport.

Please take also care that all **cargo is positively secured**. I.e. the cargo has to be loaded in such a way that it fits tightly to the side panels and is thus kept in place.

We reserve the right to take a photo of the secured cargo, the photo will prove that the vehicle left our premises in roadworthy conditions.

Our employees Mr Hartmut Mangold and Mr Christian Balling were appointed senior cargo loading responsables. They are qualified according to VDI 2700. It is mandatory that their orders shall be attended. Both have the right and the obligation to verify that all conditions mentioned above have been met.

Please be informed that we cannot hand over the goods to you or your forwarding agent if the conditions mentioned above have not been met. We kindly ask for your understanding.

In case you have any queries please do not hesitate to contact us.