

1. Introduction

Lashing points serve three vital functions:

1. Transmit forces from the lashings into the structural elements of the vehicle.
2. Ensure the ends of a lashing remain in a fixed position.
3. Ensure the end attachments of a lashing are stressed correctly.

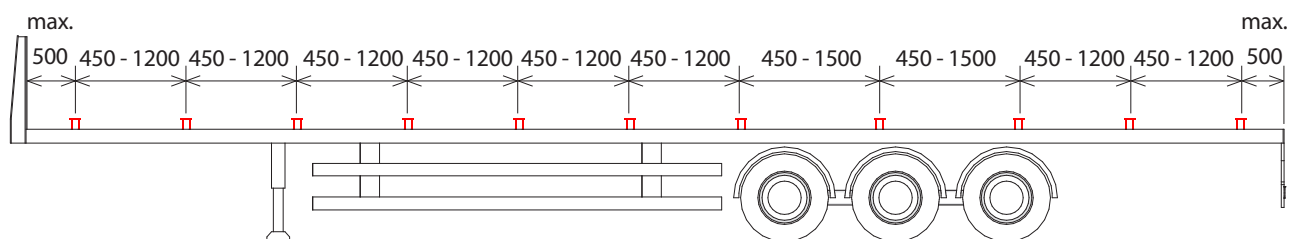


2. Recommended number and spacing

The European Standard EN 12642:2000 sets out the minimum requirements for lashing points on commercial vehicles for goods transport. The number of lashing points is dependent on length of trailer, gross vehicle weight, and a maximum spacing between anchor points. EN 12642:2000 states the following:

- The maximum distance from the trailer headboard to the first lashing point is 500 mm.
- The maximum distance from rearmost lashing point to the rear of the trailer is 500 mm.
- The maximum distance between anchor points is 1200 mm; this is increased to a maximum of 1500 mm above the rear axles.

A typical steel freight vehicle will require a minimum of 11 pairs of lashing points to be compliant with EN 12642. More lashing points permit greater flexibility, facilitating compliance with British Steel Load Restraint Guidelines. A spacing of 450 mm is preferred to cover the full range of products despatched by British Steel.



Spacings shown are in millimetres.

3. Required ratings

Lashing points require a minimum rating of 2 tonnes each. Higher ratings will be necessary to accommodate restraints with higher lashing capacities - see Table 1.

Lashing point ratings should be stated on the lashing point, trailer structure or documentation.

When retrofitting lashing points, the trailer manufacturer is to be consulted and the fitting instructions for the lashing points are to be followed.

Table 1: Minimum ratings according to lashing type

Lashing type	Lashing point rating
LC 2000 daN webbing strap	2 tonnes
LC 2500 daN webbing strap	2.5 tonnes
8 mm transport chain	3 tonnes *
10 mm transport chain	5 tonnes *

* Lashing capacities of chains are down-rated by 25% to account for bending of links over product or in the grab hook of tensioners.

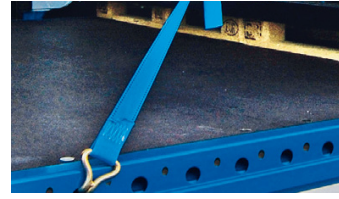
4. Examples



Common lashing point with capacities of 2 and 2.5 tonnes.



2 tonne swivel lashing point. Can be loaded in any direction.



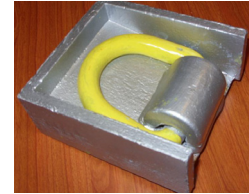
Punched side rave. Rated for 2 tonne webbing straps. Adapter unit available to allow use with higher strength chains.



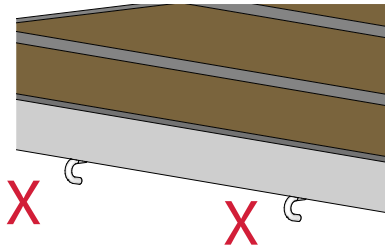
Recessed lashing ring. Available in 3 tonne capacity.



R-Hook. Capacity of up to 3 tonnes. Suitable for use with chain links or delta end fittings.



Weld-on lashing point. Remains accessible even with extra wide product. Ratings available up to 5 tonnes.



Never use rope hooks as lashing points.

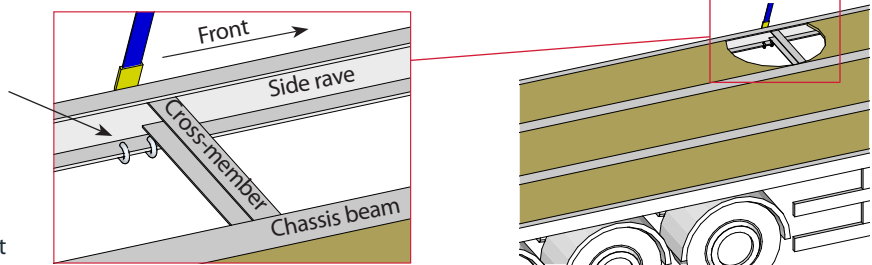
Rope hooks are to be used for tying off tarpaulin sheets.

They are not to be used as lashing points for either webbing straps or chains.

5. Use of trailer chassis and side rave

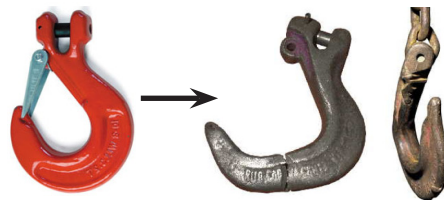
The use of rated lashing points is preferred over the use of the trailer chassis or side rave. Until rated lashing points are fitted to all trailers, the following guidance should be followed when attaching lashings to the trailer frame.

- Trailer side raves must have a minimum wall thickness of 6 mm if they are to be used as an attachment point.
- Position hook behind a cross-member or other fixture.
- Always use edge protection with webbing straps around side raves.
- Use of trailer side raves or chassis beams is not suitable for the application of direct lashings, such as cross-over restraints and bore lashings.



Attaching lashings directly to the trailer body can result in premature failure of the lashing assembly when the end attachment is incorrectly stressed.

Snap hooks in particular, are loaded at the tip of the hook when attached to trailer side raves or chassis beams instead of lashing points, leading to an opening of the hook and ultimately failure.



X
On trailer chassis or side rave

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