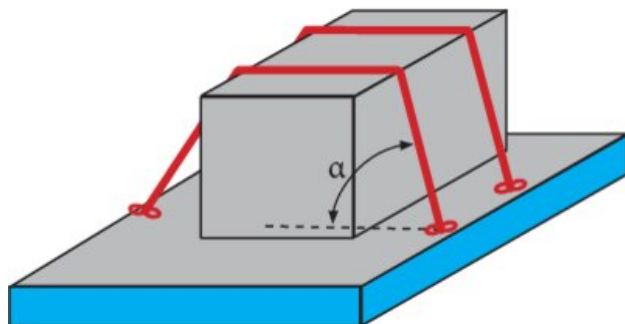


## Frictional lashing G10

### Tootekirjeldus



This table provides information on how to get the best use from the pewag lashing systems. This table also shows you the maximum load which can be secured with 1 lashing system given the angles and dynamic friction factors referred to. Please note that when friction lashing min. 2 lashing systems are needed. Additional securing methods (i.e. wedges, or similar) have not been taken into account. These could be used to secure loads with even higher weights. Please contact our customer service. The values in the table are applicable in the event that the same tension force (STF) is not effective in the lashing system on both sides of the load due to the deflection and edges. If this can be determined (e.g. using a pretensioning gauge), the values in the table may be increased by a factor of 1.3. The maximum loading weight depends on the STF value of the tensioning system – the value is shown on the lashing system's tag. Every lashing system has its own table. The maximum forces occurring due to acceleration, braking and avoidance maneuvers in road traffic acc. EN 12195-1 were taken into account. Other tables are applicable for transport by rail and sea. Please contact our customer service.

**Klass:** 10

Max. load at dynamic friction factor 0,1	Max. load at dynamic friction factor 0,2	Max. load at dynamic friction factor 0,3	Max. load at dynamic friction factor 0,4	Max. load at dynamic friction factor 0,5	Max. load at dynamic friction factor 0,6	Tarneaeg
400	950	1,71	2,85	4,75	8,55	7
400	940	1,7	2,83	4,73	8,51	7
400	930	1,68	2,8	4,67	8,42	7
380	890	1,6	2,67	4,46	8,03	7
350	820	1,48	2,46	4,11	7,4	7
310	720	1,3	2,18	3,63	6,54	7
260	610	1,09	1,83	3,05	5,49	7
200	470	0,85	1,42	2,37	4,27	7