



Pulp non-fiction

It is vital from a safety point of view to make sure the loads you are despatching from the DC are properly secured. You can't afford to cut corners - but in business time is money. An automatic solution might be a good way to save time and money.

NWE Network Engineering OY claim to have just the thing. An example of their solution, FIX Cargo Securing System,

being put to use was provided by Finnish transport company Tapiro Ylisuvanto. They decided on the NWE product to secure their cargo because high lashing speed without compromising safety were their most important needs.

Tapiro Ylisuvanto in Kemi, Finland had a contract to transport wood pulp from the Metsä Fibre Kemi mill to a harbour 17 km away. The requirement was to move one load of 42 tons per hour, day and night. In total the transport requirement was around 900t per day, and the challenge was to do it in an economical and environmentally friendly manner. Each 34 km round trip required 45 minutes of driving time, plus loading and unloading time is about 15 minutes.

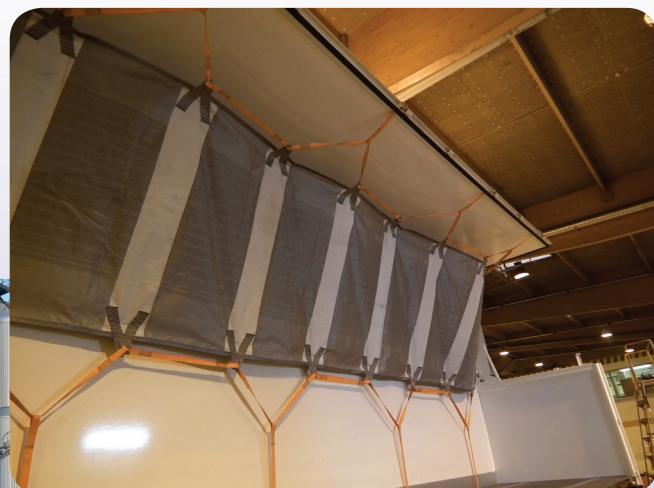
It was impossible to speed up the loading and unloading, but the time needed to perform lashing in a safe and legal way can be different depending on how it is done.

Traditionally lashing is done with straps

and corner protectors. This can be done most easily on a curtain sided trailer by opening both sides for access to lashing points. This method requires that the driver has to climb up onto the trailer floor to place corner protectors and straps. This is both physically demanding and

combination, half the staff and no need for the driver to even leave the vehicle.

The solution made by trailer maker



dangerous. Another fly in the ointment is that the moisture in the cargo evaporates and condenses on all surfaces so that everything is wet - and freezes during the Finnish winter.

According to the Tapiro Ylisuvanto driver this whole process took about an hour when loading and somewhat less when unloading. This would mean in practice that one truck-trailer combination would manage to transport 42 tons in 2-2.5 hours. In other words 2 rigs would barely be able to handle the transport requirements.

The alternative was to invest in a more sophisticated vehicle with a hydraulically operated opening system and automatic cargo securing, which cuts out the lashing time completely. The result is that the entire transport need of 900t per day can be managed with only one truck-trailer

Närpes Trä och Metal OY in Näärpes, Finland, uses hydraulic cylinders to open one side and the roof from both the truck and the trailer. FIX Cargo Securing System made by NWE Network Engineering OY in Näärpes, Finland, is permanently mounted in the roof with bungee ropes and fixed to the opening side. Final tensioning is done with pneumatic winches pulling the tarpaulin tight into place after the side is closed. The load in the truck is secured before the trailer is even fully loaded, closing the side of the trailer takes about 60 seconds and then the combination is free to start its journey. At the harbor opening the side will release the lashing and the cargo can be unloaded. Both cargo spaces have a camera to supervise cargo securing and all functions can be controlled by the driver from the cabin.

This solution has been in use for 18 months now and the experience has been good. It had a very short payback time compared to traditional alternative as staff costs have been cut in half, while the price of an entire truck-trailer combination and the price of numerous possible injuries have also been avoided.

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