Höganäs, Sweden, 2020-10-22

Cordstrap AnchorLash® 105.4 solution
Certification of the compliance with the CTU Code
MariTerm AB Certificate CS202004

MariTerm AB, Höganäs, Sweden, has on behalf of Cordstrap BV, Oostrum, the Netherlands, evaluated the strength and efficiency of the Cordstrap AnchorLash® 105.4 solution according to the principles of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code).

The evaluation has been based on the following properties and strengths in the equipment:

Fully CTU Code compliant

- Lashing length and elongation
- Lashing angles
- Securing point rated strengths

Practical calculations

- Lashing length and elongation
- Lashing angles

A Cordstrap AnchorLash® 105.4 solution has the following system strength:

- SBS: 12000 daN
- MSL: 9000 daN

Where the component strengths are:

- SnapHooks in horizontal parts: BS 3000 daN; MSL 1500 daN
- Lashings: BS: 2402 daN, in a system: BS 3000 daN; MSL 2250 daN
- Buckles: BS 8000 daN; MSL 4000 daN
- MSL in the container anchor points: min 1000 daN
- MSL in the container roof lashing points: min 500 daN

It is hereby certified that the Cordstrap AnchorLash® 105.4 solution is an acceptable securing arrangement and fully complies with the CTU Code for the securing of the cargo weights given in the tables below. The calculations underlying these tables can be found in CS202004-A AnchorLash 105.4 – Appendix to certificate CS202004.

Sven Sökjer-Petersen, CEO
MariTerm AB

MariTerm AB · Certified by

Lashing tables

The lashing tables below are based on the following modes of transport and accelerations:

Mode of transport	Horizontal acceleration	Vertical acceleration
Road (doors to the rear) and rail transport (doors in any direction)	0.5 g	1.0 g
Road transport (doors to the front)	0.8 g	1.0 g
Sea transport (sea area C – unrestricted)	0.4 g	1 ± 0.8 g

AnchorLash® 105.4 – 20ft CTU

Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	8.8	5.5	11.0
0.1	10.4	6.1	11.4
0.2	12.6	6.8	11.9
0.3	16.0	7.7	12.4
0.4	22.0	8.8	13.0
0.45	27.1	9.5	13.2
0.5	no slide	10.4	13.5
0.6	no slide	12.6	14.2
0.7	no slide	16.0	14.9

Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.4	7.1	14.3
0.1	13.5	7.9	14.9
0.2	16.3	8.8	15.5
0.3	20.8	9.9	16.1
0.4	28.6	11.4	16.8
0.45	35.2	12.4	17.2
0.5	no slide	13.5	17.6
0.6	no slide	16.3	18.4
0.7	no slide	20.8	19.4

AnchorLash® 105.4 – 40ft CTU

Fully CTU Code compliant

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	7.9	4.9	9.8
0.1	9.3	5.4	10.2
0.2	11.3	6.1	10.6
0.3	14.3	6.8	11.1
0.4	19.7	7.9	11.6
0.45	24.2	8.5	11.8
0.5	no slide	9.3	12.1
0.6	no slide	11.3	12.7
0.7	no slide	14.3	13.4

Practical calculations

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.5	7.2	14.4
0.1	13.6	8.0	15.0
0.2	16.5	8.9	15.6
0.3	21.0	10.0	16.3
0.4	28.9	11.5	17.0
0.45	35.5	12.5	17.4
0.5	no slide	13.6	17.8
0.6	no slide	16.5	18.6
0.7	no slide	21.0	19.6

Notes regarding the application of the Cordstrap AnchorLash® 105.4 solution

Soft or deformable cargo should be adequately protected against breakage, damage or significant deformation, e.g. by applying edge protection and/or blocking boards. Appropriate measures should be applied to keep the lashing in the right position.

Please note that the values of secured cargo weight might differ slightly for specific solutions with different dimensions.

Strength and efficiency of Cordstrap AnchorLash® 105.4 solution

Appendix CS202004-A
to MariTerm AB Certificate CS202004

Cordstrap AnchorLash® 105.4 solution in a 20ft CTU

Cordstrap AnchorLash® 105.4 solution in a 40ft CTU

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Preamble

MariTerm AB has on behalf of Cordstrap BV evaluated the strength and efficiency of the Cordstrap AnchorLash® 105.4 solution for securing of cargoes in freight containers. In addition Cordstrap BV and MariTerm AB have developed an Excel tool for generating tables for Quick Lashing Guides for these lashing solutions.

In this report, the theoretical background for the calculations of lashing forces as well as lashing tables for different modes of transport are given. The calculations are performed for 20ft and 40ft CTUs.

The calculations in this document are based on three principles:

1. **Fully CTU Code compliant calculations where the following parameters have been taken into account:**

    - Lashing length and elongation
    - Lashing angles
    - Securing point rated strengths

2. **Practical calculations where the following parameters have been taken into account:**

    - Lashing length and elongation
    - Lashing angles

3. **System only calculations where the following parameters have been taken into account:**

    - MSL of lashings, buckles and hooks

The calculations principles 1 and 2 above comply with the principles in the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code). Principle 1 also respects the limit rated strength of securing points of the container.

Solution Elements Specifications

A Cordstrap AnchorLash® 105.4 solution consists of 2 sides, each with 4 pieces of lashing, as well as 4 buckles to close both sides together. A Cordstrap AnchorLash® 105.4 solution typically has all buckles at the same location one above the other.

A Cordstrap AnchorLash® 105.4 solution has the following system strength:

- SBS: 12000 daN
- MSL: 9000 daN

Where the component strengths are:

- SnapHooks in horizontal parts: BS 3000 daN; MSL 1500 daN
- Lashings: BS: 2402 daN, in a system: BS 3000 daN; MSL 2250 daN
- Buckles: BS 8000 daN; MSL 4000 daN
- MSL in the container anchor points: min 1000 daN
- MSL in the container roof lashing points: min 500 daN

Theoretical lashing elongation, lengths, angles and forces – Cordstrap AnchorLash® 105.4 solution

To calculate maximum secured cargo weight, the lashing elongation, length angles and maximum forces are considered.

The maximum lashing forces are restricted either by the container anchor points, container roof lashing points or the lashing MSL.

These maximum lashing forces represent a specific lashing elongation, which implies that the shortest lashing will reach the maximum lashing force first. The elongation at maximum force of the shortest lashing will give its lashing angle at maximum force, which again will give the cargo displacement at which this maximum force will occur.

Given this cargo displacement, the lashing angles and the elongation of the other lashings and therefore the force in the other lashings can be determined.

Finally, the total horizontal lateral force, and the total vertical force of the lashing can be determined given the lashing angles. If a Vertical HangStrap is used and if need be, these forces are adjusted down linearly to assure that the total vertical force does not exceed the rates strength of the container roof lashing point.

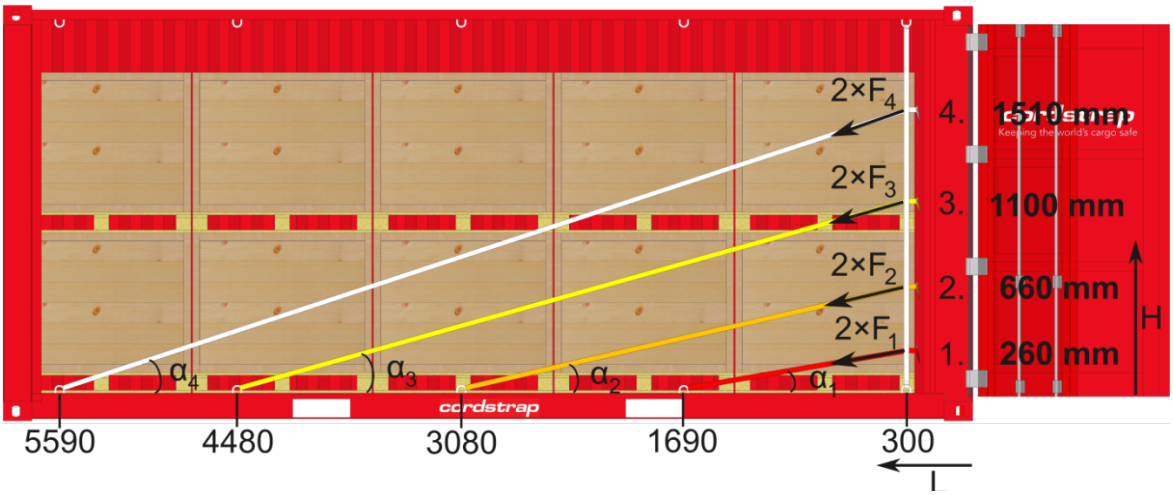
In the calculations in this document it is assumed that a recommended pre-tension of 25% MSL is applied. It is also assumed that the goods are rigid. For non-rigid goods i.e. carton boxes, plastic drums, big bags or small bags on pallets, please see CS202004-L – AnchorLash 105.4 – Load types addendum to Certificate 202004.

As presented in the calculation data below, the following sequence of calculations are made when determining the forces in the different lashings:

1. The maximum force allowed is established. The limiting factor is either the strength in the anchor point of the container or the MSL in the lashing, depending on which calculation principle is used. From this, the elongation in % at maximum force can be established.
2. The cargo displacement and the lashing length at maximum force in the shortest lashing are then calculated. The length of each lashing is depending on which container anchor point is used to fasten the lashing, the position of the Vertical lashing, the cargo dimensions, and the elongation of the lashing.
3. The angles for the different lashings are then calculated. This is depending on which container anchor point is used to fasten the lashing, the position of the Vertical lashing, the cargo dimensions, and the elongation of the lashing. This step is omitted for the system only principle.
4. The force in each lashing is then calculated. The force is divided into a horizontal force and a vertical force. The force is depending on the same parameters mentioned above as well as the breaking strength of the lashing.
5. Finally, the secured cargo weight for each principle is then established based on the lashing forces.

AnchorLash® 105.4 solution in 20ft CTU

The principal forces acting in the lashings, on the lashing/anchor points and on the cargo is presented in the figure below.



Cordstrap AnchorLash® 105.4 solution in 20ft CTU

CALCULATION OF ELONGATIONS						
PTε = ε @ pre-tension	PTε = Fpt / Flbs * LBSε	Fpt = Pre-tension	281 daN			
MLε = ε @ max load	L0 = L / (1 + PTε)	PTε	1.6%			
LBSε = ε @ LBS	MLε = Fmax / Flbs * LBSε					
L = Lashing Length	relative MLε = (1 + MLε)* L0 / L - 1			CTU Code compliant	Practical calc.	System only
L0 = Original Lashing Length		Fmax= Max lashing force		1000 daN	1125 daN	1125 daN
		MLε = Elongation @ Fmax		5.6%	6.3%	6.3%
		relative MLε		4.0%	4.7%	4.7%
		Flbs = LBS				

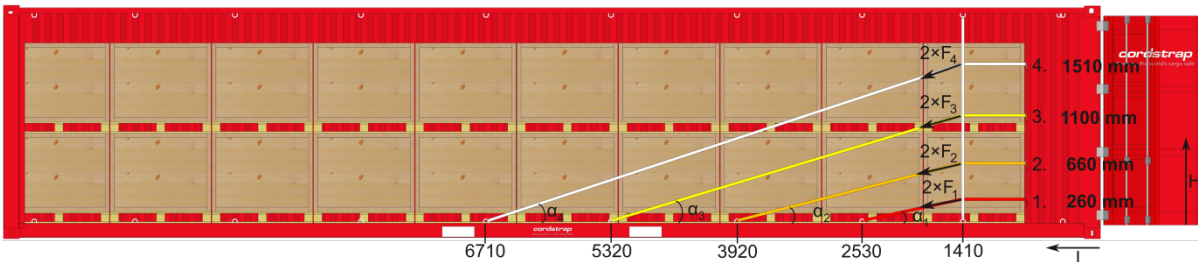
CALCULATION OF LASHING LENGTHS		Length before pre-tension	Length at max force w/o pre-tension	CTU Code compliant Length at max force	Practical calc. Length at max force	System only Length at max force
Length Lashing 1	141.6 cm	139.4 cm	149.6 cm	147.2 cm	148.2 cm	148.2 cm
Length Lashing 2	285.9 cm	281.5 cm	293.9 cm	291.6 cm	292.5 cm	299.3 cm
Length Lashing 3	432.4 cm	425.7 cm	440.4 cm	438.1 cm	439.0 cm	452.6 cm
Length Lashing 4	550.3 cm	541.8 cm	558.3 cm	556.0 cm	556.9 cm	576.0 cm
		Cargo displacement:	8.0 cm	5.6 cm	6.6 cm	6.6 cm

CALCULATION OF LASHING ANGLES		Angles at max force w/o pre-tension	CTU Code compliant Angles at max force	Practical calc. Angles at max force	System only Angles at max force
Lashing Angle α1	10.6 °	10.6 °	10.6 °	10.6 °	0.0 °
Lashing Angle α2	13.4 °	13.4 °	13.4 °	13.4 °	0.0 °
Lashing Angle α3	14.7 °	14.7 °	14.7 °	14.7 °	0.0 °
Lashing Angle α4	15.9 °	15.9 °	15.9 °	15.9 °	0.0 °

CALCULATION OF MAXIMUM FORCE IN LASHINGS	Fmax, based on Lashing Points			Fmax, based on Lashing Points (CTU)			CTU Code compliant		Practical calc.		System only	
	F	Fx	Fz MAX	F	Fx	Fz MAX	Fx	Fz	Fx	Fz	Fx	Fz
Force Lashing 1	846.7	832.3	-155.7	846.7	832.3	-155.7	983.0	-183.9	1105.8	-206.8	1125.0	0.0
Force Lashing 2	539.6	525.0	-124.6	539.6	525.0	-124.6	620.0	-147.2	680.2	-161.5	1125.0	0.0
Force Lashing 3	437.5	423.0	-111.3	437.5	423.0	-111.3	499.6	-131.5	539.2	-141.9	1125.0	0.0
Force Lashing 4	394.8	379.6	-108.4	394.8	379.6	-108.4	448.3	-128.0	479.2	-136.8	1125.0	0.0
			-500.0			-500.0						

AnchorLash® 105.4 solution in 40ft CTU

The principal forces acting in the lashings, on the lashing/anchor points and on the cargo is presented in the figure below.



Cordstrap AnchorLash® 105.4 solution in 40ft CTU

CALCULATION OF ELONGATIONS					
PTε = ε @ pre-tension	PTε = Fpt / FIbs * LBSε	Fpt = Pre-tension	281 daN		
MLε = ε @ max load	L0 = L / (1 + PTε)	PTε	1.6%		
LBSε = ε @ LBS	MLε = Fmax / FIbs * LBSε				
L = Lashing Length	relative MLε = (1 + MLε)* L0 / L - 1		**CTU Code compliant**	**Practical calc.**	**System only**
L0 = Original Lashing Length		Fmax= Max lashing force	1000 daN	1125 daN	1125 daN
		MLε = Elongation @ Fmax	5.6%	6.3%	6.3%
		relative MLε	4.0%	4.7%	4.7%
		FIbs = LBS			

CALCULATION OF LASHING LENGTHS		Length before pre-tension	Length at max force w/o pre-tension	**CTU Code compliant** Length at max force	**Practical calc.** Length at max force	**System only** Length at max force
Length Lashing 1	156.8 cm	154.3 cm	165.6 cm	163.0 cm	164.1 cm	164.1 cm
Length Lashing 2	301.3 cm	296.6 cm	310.1 cm	307.6 cm	308.7 cm	315.4 cm
Length Lashing 3	448.0 cm	441.0 cm	456.8 cm	454.2 cm	455.3 cm	468.9 cm
Length Lashing 4	592.9 cm	583.7 cm	601.7 cm	599.1 cm	600.2 cm	620.6 cm
		Cargo displacement:	8.8 cm	6.2 cm	7.3 cm	7.3 cm

CALCULATION OF LASHING ANGLES		Angles at max force w/o pre-tension	**CTU Code compliant** Angles at max force	**Practical calc.** Angles at max force	**System only** Angles at max force
Lashing Angle α1	13.1 °	13.1 °	13.1 °	13.1 °	0.0 °
Lashing Angle α2	14.7 °	14.7 °	14.7 °	14.7 °	0.0 °
Lashing Angle α3	15.7 °	15.7 °	15.7 °	15.7 °	0.0 °
Lashing Angle α4	15.9 °	15.9 °	15.9 °	15.9 °	0.0 °

CALCULATION OF MAXIMUM FORCE IN LASHINGS	Fmax, based on Lashing Points			Fmax, based on Lashing Points (CTU)			**CTU Code compliant**		**Practical calc.**		**System only**	
	F	Fx	Fz MAX	F	Fx	Fz MAX	Fx	Fz	Fx	Fz	Fx	Fz
Force Lashing 1	750.5	731.1	-169.7	750.5	731.1	-169.7	974.1	-226.1	1095.9	-254.4	1125.0	0.0
Force Lashing 2	491.8	475.6	-125.1	491.8	475.6	-125.1	633.7	-166.6	696.6	-183.2	1125.0	0.0
Force Lashing 3	399.9	384.9	-108.3	399.9	384.9	-108.3	512.9	-144.3	555.0	-156.1	1125.0	0.0
Force Lashing 4	353.7	340.2	-96.9	353.7	340.2	-96.9	453.3	-129.1	485.1	-138.2	1125.0	0.0
			-500.0			-500.0						

Calculation of maximum secured cargo weight

The secured cargo weight in ton, m, is set up as follows for a CTU Code compliant calculation:

$$m = \frac{2 \cdot 10 \cdot (F_x - F_z \cdot \mu \cdot f_\mu)}{(c_x - c_z \cdot \mu \cdot f_\mu) \cdot g \cdot 1000}$$

where:

F_x	*Horizontal force in lashing [daN]*
F_z	*Vertical force in lashing [daN]*
c_x	*Horizontal acceleration coefficient*
c_z	*Vertical acceleration coefficient*
μ	*Friction factor*
f_μ	*Conversion factor for dynamic friction*
g	*Gravity acceleration 9.81 [m/s^2]*

Example calculation

For transport in sea area C with c_x = 0.4 backward, c_z = 0.2 downwards, the friction factor μ = 0.3 and a 40ft CTU. The following secured cargo weight in ton is obtained for a CTU Code compliant calculation:

$$m = \frac{2 \cdot 10 \cdot ((731.1 + 475.6 + 384.9 + 340.2))}{(0.4 - 0.2 \cdot 0.3 \cdot 0.75) \cdot 9.81 \cdot 1000} = 11.1\ ton$$

Lashing tables - Cordstrap AnchorLash® 105.4 solutions

Each table gives the secured cargo weight in ton per lashing solution depending on the friction factor. The lashing tables are divided into two sections with sub sections:

1. 20ft CTU
    a. Fully CTU Code compliant
    b. Practical calculations
    c. System only

2. 40ft CTU
    a. Fully CTU Code compliant
    b. Practical calculations
    c. System only

The tables have been based on the accelerations in the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code), which are the following:

Mode of transport	Horizontal acceleration	Vertical acceleration
Road (doors to the rear) and rail transport (doors in any direction)	0.5 g	1.0 g
Road transport (doors to the front)	0.8 g	1.0 g
Sea transport (sea area C – unrestricted)	0.4 g	1 ± 0.8 g

Notes regarding the application of the Cordstrap AnchorLash® 105.4 solution

Soft or deformable cargo should be adequately protected against breakage, damage or significant deformation, e.g. by applying edge protection and/or blocking boards. Appropriate measures should be applied to keep the lashing in the right position.

Please note that the values of secured cargo weight might differ slightly for specific solutions with different dimensions.

AnchorLash® 105.4 – 20ft CTU

Fully CTU Code compliant

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	8.8	5.5	11.0
0.1	10.4	6.1	11.4
0.2	12.6	6.8	11.9
0.3	16.0	7.7	12.4
0.4	22.0	8.8	13.0
0.45	27.1	9.5	13.2
0.5	no slide	10.4	13.5
0.6	no slide	12.6	14.2
0.7	no slide	16.0	14.9

Practical calculations

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.4	7.1	14.3
0.1	13.5	7.9	14.9
0.2	16.3	8.8	15.5
0.3	20.8	9.9	16.1
0.4	28.6	11.4	16.8
0.45	35.2	12.4	17.2
0.5	no slide	13.5	17.6
0.6	no slide	16.3	18.4
0.7	no slide	20.8	19.4

System only

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

AnchorLash® 105.4 – 40ft CTU

Fully CTU Code compliant

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	7.9	4.9	9.8
0.1	9.3	5.4	10.2
0.2	11.3	6.1	10.6
0.3	14.3	6.8	11.1
0.4	19.7	7.9	11.6
0.45	24.2	8.5	11.8
0.5	no slide	9.3	12.1
0.6	no slide	11.3	12.7
0.7	no slide	14.3	13.4

Practical calculations

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.5	7.2	14.4
0.1	13.6	8.0	15.0
0.2	16.5	8.9	15.6
0.3	21.0	10.0	16.3
0.4	28.9	11.5	17.0
0.45	35.5	12.5	17.4
0.5	no slide	13.6	17.8
0.6	no slide	16.5	18.6
0.7	no slide	21.0	19.6

System only

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

Load types addendum of Cordstrap AnchorLash® 105.4 solution

Addendum CS202004-L
to MariTerm certificate CS202004

Cordstrap AnchorLash® 105.4 solution in a 20ft CTU

Cordstrap AnchorLash® 105.4 solution in a 40ft CTU

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Preamble

MariTerm AB, Höganäs, Sweden, has on behalf of Cordstrap BV, Oostrum, the Netherlands, evaluated the strength and efficiency of the Cordstrap AnchorLash® 105.4 solution according to the principles of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code).

In this document, lashing tables can be found for different load types for both 20ft and 40ft CTUs.

The evaluation has been based on the following properties and strengths in the equipment:

Fully CTU Code compliant

- Lashing length and elongation
- Lashing angles
- Securing point rated strengths

Practical calculations

- Lashing length and elongation
- Lashing angles

System only

- MSL of lashings, buckles and hooks

A Cordstrap AnchorLash® 105.4 solution has the following system strength:

- SBS: 12000 daN
- MSL: 9000 daN

Where the component strengths are:

- SnapHooks in horizontal parts: BS 3000 daN; MSL 1500 daN
- Lashings: BS: 2402 daN, in a system: BS 3000 daN; MSL 2250 daN
- Buckles: BS 8000 daN; MSL 4000 daN
- MSL in the container anchor points: min 1000 daN
- MSL in the container roof lashing points: min 500 daN

The calculations underlying these tables can be found in CS202004-A AnchorLash 105.4 – Appendix to certificate CS202004.

Lashing tables

The lashing tables below are based on the following modes of transport and accelerations:

Mode of transport	Horizontal acceleration	Vertical acceleration
Road (doors to the rear) and rail transport (doors in any direction)	0.5 g	1.0 g
Road transport (doors to the front)	0.8 g	1.0 g
Sea transport (sea area C – unrestricted)	0.4 g	1 ± 0.8 g

IBCs

IBC Protectors are used to keep the lashings in place.

AnchorLash® 105.4 – 20ft CTU - IBCs

Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	10.2	6.3	12.7
0.1	11.9	7.0	13.2
0.2	14.5	7.8	13.7
0.3	18.5	8.8	14.3
0.4	25.4	10.2	14.9
0.45	31.2	11.0	15.3
0.5	no slide	11.9	15.6
0.6	no slide	14.5	16.4
0.7	no slide	18.5	17.2

Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.5	7.2	14.3
0.1	13.5	7.9	14.9
0.2	16.4	8.8	15.5
0.3	20.9	10.0	16.2
0.4	28.7	11.5	16.9
0.45	35.3	12.4	17.3
0.5	no slide	13.5	17.7
0.6	no slide	16.4	18.5
0.7	no slide	20.9	19.5

System only

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

AnchorLash® 105.4 – 40ft CTU - IBCs

Fully CTU Code compliant

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	8.0	5.0	10.0
0.1	9.4	5.5	10.4
0.2	11.4	6.1	10.8
0.3	14.5	6.9	11.2
0.4	20.0	8.0	11.7
0.45	24.6	8.6	12.0
0.5	no slide	9.4	12.3
0.6	no slide	11.4	12.9
0.7	no slide	14.5	13.5

Practical calculations

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.4	7.1	14.2
0.1	13.4	7.8	14.8
0.2	16.2	8.7	15.4
0.3	20.7	9.9	16.0
0.4	28.4	11.4	16.7
0.45	35.0	12.3	17.1
0.5	no slide	13.4	17.5
0.6	no slide	16.2	18.3
0.7	no slide	20.7	19.3

System only

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

SoftPackaging

Edgeboards are used to keep the lashings in place.

AnchorLash® 105.4 – 20ft CTU - SoftPackaging

Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	8.8	5.5	11.0
0.1	10.3	6.1	11.4
0.2	12.6	6.8	11.9
0.3	16.0	7.6	12.4
0.4	22.0	8.8	12.9
0.45	27.0	9.5	13.2
0.5	no slide	10.3	13.5
0.6	no slide	12.6	14.2
0.7	no slide	16.0	14.9

Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	9.6	6.0	12.0
0.1	11.2	6.6	12.4
0.2	13.7	7.4	12.9
0.3	17.4	8.3	13.5
0.4	23.9	9.6	14.1
0.45	29.4	10.3	14.4
0.5	no slide	11.2	14.7
0.6	no slide	13.7	15.4
0.7	no slide	17.4	16.2

System only

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

AnchorLash® 105.4 – 40ft CTU – SoftPackaging

Fully CTU Code compliant

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	9.5	5.9	11.9
0.1	11.2	6.6	12.3
0.2	13.6	7.3	12.8
0.3	17.3	8.3	13.4
0.4	23.8	9.5	14.0
0.45	29.3	10.3	14.3
0.5	no slide	11.2	14.6
0.6	no slide	13.6	15.3
0.7	no slide	17.3	16.1

Practical calculations

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	10.4	6.5	13.0
0.1	12.2	7.2	13.5
0.2	14.9	8.0	14.1
0.3	18.9	9.0	14.6
0.4	26.0	10.4	15.3
0.45	32.0	11.2	15.6
0.5	no slide	12.2	16.0
0.6	no slide	14.9	16.8
0.7	no slide	18.9	17.6

System only

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

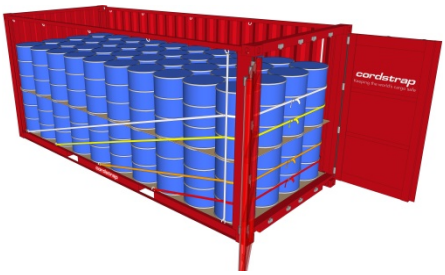
Drums – floor loaded

Hangstraps are used to keep the lashings in place.

AnchorLash® 105.4– 20ft CTU – Drums – floor loaded

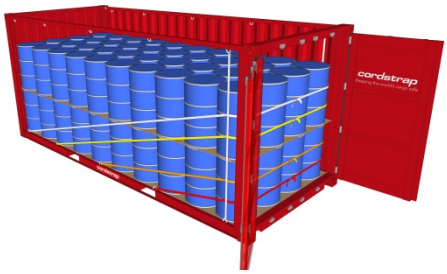
Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	8.4	5.3	10.5
0.1	9.9	5.8	10.9
0.2	12.0	6.5	11.4
0.3	15.3	7.3	11.9
0.4	21.0	8.4	12.4
0.45	25.9	9.1	12.7
0.5	no slide	9.9	13.0
0.6	no slide	12.0	13.6
0.7	no slide	15.3	14.3



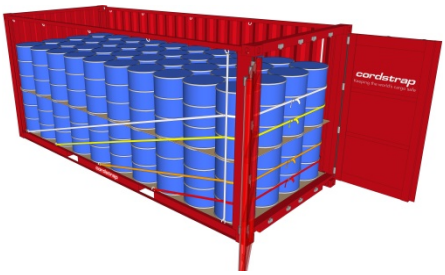
Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.8	7.4	14.7
0.1	13.9	8.1	15.3
0.2	16.9	9.1	15.9
0.3	21.4	10.3	16.6
0.4	29.5	11.8	17.3
0.45	36.3	12.8	17.7
0.5	no slide	13.9	18.1
0.6	no slide	16.9	19.0
0.7	no slide	21.4	20.0



System only

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1



AnchorLash® 105.4– 40ft CTU – Drums – floor loaded

Fully CTU Code compliant

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.6	7.2	14.5
0.1	13.6	8.0	15.0
0.2	16.5	8.9	15.6
0.3	21.0	10.1	16.3
0.4	28.9	11.6	17.0
0.45	35.6	12.5	17.4
0.5	no slide	13.6	17.8
0.6	no slide	16.5	18.6
0.7	no slide	21.0	19.6

Practical calculations

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	12.8	8.0	16.0
0.1	15.0	8.8	16.6
0.2	18.3	9.8	17.3
0.3	23.3	11.1	18.0
0.4	32.0	12.8	18.8
0.45	39.4	13.8	19.2
0.5	no slide	15.0	19.7
0.6	no slide	18.3	20.6
0.7	no slide	23.3	21.7

System only

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

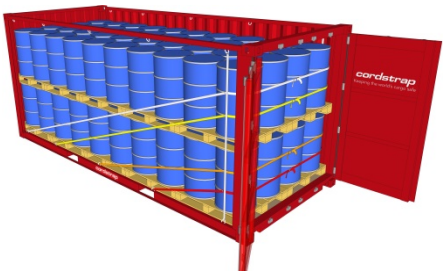
Drums – palletized

Hangstraps are used to keep the lashings in place.

AnchorLash® 105.4 – 20ft CTU – Drums – palletized

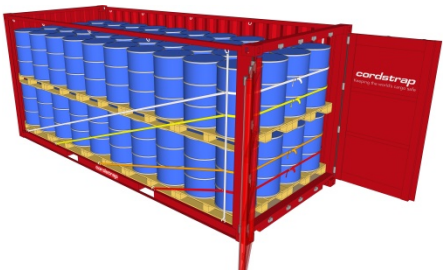
Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	8.2	5.1	10.2
0.1	9.6	5.7	10.6
0.2	11.7	6.3	11.1
0.3	14.9	7.1	11.5
0.4	20.5	8.2	12.1
0.45	25.2	8.9	12.3
0.5	no slide	9.6	12.6
0.6	no slide	11.7	13.2
0.7	no slide	14.9	13.9



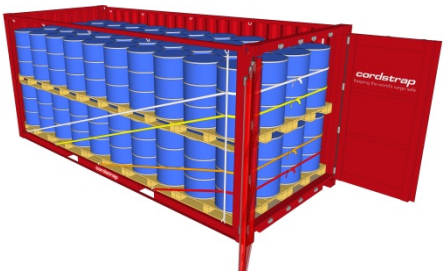
Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.8	7.4	14.7
0.1	13.9	8.1	15.3
0.2	16.8	9.1	15.9
0.3	21.4	10.2	16.6
0.4	29.5	11.8	17.3
0.45	36.3	12.7	17.7
0.5	no slide	13.9	18.1
0.6	no slide	16.8	19.0
0.7	no slide	21.4	20.0



System only

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1



AnchorLash® 105.4 – 40ft CTU – Drums – palletized

Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.5	7.2	14.4
0.1	13.6	8.0	15.0
0.2	16.5	8.9	15.6
0.3	21.0	10.0	16.3
0.4	28.9	11.5	17.0
0.45	35.5	12.5	17.4
0.5	no slide	13.6	17.8
0.6	no slide	16.5	18.6
0.7	no slide	21.0	19.6

Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	12.8	8.0	16.0
0.1	15.0	8.8	16.6
0.2	18.2	9.8	17.3
0.3	23.2	11.1	18.0
0.4	31.9	12.8	18.8
0.45	39.3	13.8	19.2
0.5	no slide	15.0	19.7
0.6	no slide	18.2	20.6
0.7	no slide	23.2	21.7

System only

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

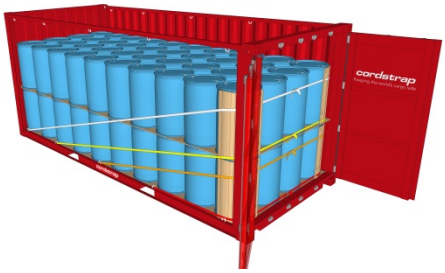
Soft Drums – floor loaded

Flexboards are used to keep the lashings in place.

AnchorLash® 105.4 – 20ft CTU – Soft Drums – floor loaded

Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	10.7	6.7	13.4
0.1	12.7	7.5	14.1
0.2	15.7	8.4	14.8
0.3	20.2	9.6	15.6
0.4	28.0	11.2	16.5
0.45	34.7	12.2	17.0
0.5	no slide	13.4	17.5
0.6	no slide	16.4	18.5
0.7	no slide	21.1	19.7

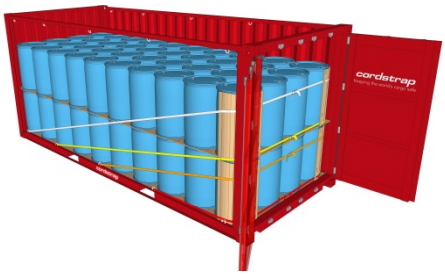


Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.5	7.2	14.3
0.1	13.6	8.0	15.1
0.2	16.8	9.0	15.9
0.3	21.6	10.3	16.7
0.4	30.0	12.0	17.7
0.45	37.2	13.1	18.2
0.5	no slide	14.3	18.7
0.6	no slide	17.5	19.8
0.7	no slide	22.6	21.1

System only

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1



AnchorLash® 105.4 – 40ft CTU – Soft Drums – floor loaded

Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.6	7.3	14.5
0.1	13.8	8.1	15.2
0.2	16.8	9.1	15.9
0.3	21.5	10.3	16.7
0.4	29.8	11.9	17.5
0.45	36.8	12.9	18.0
0.5	no slide	14.1	18.5
0.6	no slide	17.3	19.5
0.7	no slide	22.1	20.6

Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	12.4	7.8	15.5
0.1	14.7	8.6	16.2
0.2	18.0	9.7	17.0
0.3	23.0	11.0	17.8
0.4	31.9	12.7	18.7
0.45	39.3	13.8	19.2
0.5	no slide	15.1	19.7
0.6	no slide	18.4	20.8
0.7	no slide	23.6	22.0

System only

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

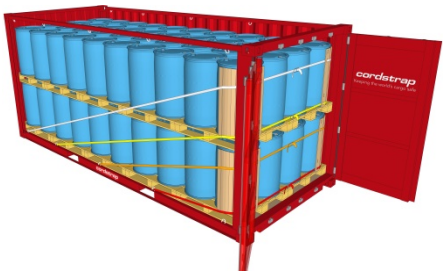
Soft Drums – palletized

Flexboards are used to keep the lashings in place.

AnchorLash® 105.4 – 20ft CTU – Soft Drums – palletized

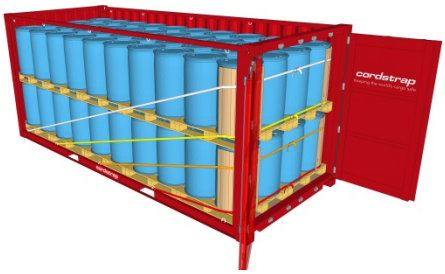
Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	10.7	6.7	13.3
0.1	12.7	7.5	14.0
0.2	15.6	8.4	14.8
0.3	20.2	9.6	15.6
0.4	28.1	11.2	16.5
0.45	34.7	12.2	17.0
0.5	no slide	13.4	17.5
0.6	no slide	16.4	18.5
0.7	no slide	21.2	19.7



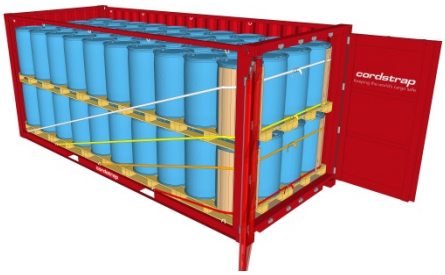
Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.4	7.2	14.3
0.1	13.6	8.0	15.0
0.2	16.8	9.0	15.9
0.3	21.6	10.3	16.7
0.4	30.0	12.0	17.7
0.45	37.2	13.1	18.2
0.5	no slide	14.3	18.7
0.6	no slide	17.6	19.8
0.7	no slide	22.6	21.1



System only

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1



AnchorLash® 105.4 – 40ft CTU – Soft Drums – palletized

Fully CTU Code compliant

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.6	7.3	14.5
0.1	13.8	8.1	15.2
0.2	16.8	9.1	15.9
0.3	21.6	10.3	16.7
0.4	29.8	11.9	17.6
0.45	36.9	12.9	18.0
0.5	no slide	14.1	18.5
0.6	no slide	17.3	19.5
0.7	no slide	22.1	20.6

Practical calculations

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	12.4	7.8	15.5
0.1	14.7	8.6	16.2
0.2	18.0	9.7	17.0
0.3	23.0	11.0	17.8
0.4	31.9	12.8	18.8
0.45	39.4	13.8	19.2
0.5	no slide	15.1	19.8
0.6	no slide	18.5	20.9
0.7	no slide	23.7	22.1

System only

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

Small BigBags

Hangstraps are used to keep the lashings in place.

AnchorLash® 105.4 – 20ft CTU – Small BigBags

Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	8.7	5.4	10.8
0.1	10.2	6.0	11.2
0.2	12.4	6.7	11.7
0.3	15.7	7.5	12.2
0.4	21.7	8.7	12.7
0.45	26.6	9.4	13.0
0.5	no slide	10.2	13.3
0.6	no slide	12.4	14.0
0.7	no slide	15.7	14.7

Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	9.6	6.0	12.0
0.1	11.3	6.6	12.4
0.2	13.7	7.4	12.9
0.3	17.4	8.3	13.5
0.4	24.0	9.6	14.1
0.45	29.5	10.4	14.4
0.5	no slide	11.3	14.7
0.6	no slide	13.7	15.5
0.7	no slide	17.4	16.2

System only

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	13.8	8.6	17.2
0.1	16.2	9.5	17.9
0.2	19.7	10.6	18.6
0.3	25.0	12.0	19.4
0.4	34.4	13.8	20.2
0.45	42.3	14.9	20.7
0.5	no slide	16.2	21.2
0.6	no slide	19.7	22.2
0.7	no slide	25.0	23.3

AnchorLash® 105.4 – 40ft CTU – Small BigBags

Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	10.9	6.8	13.7
0.1	12.9	7.5	14.2
0.2	15.6	8.4	14.8
0.3	19.9	9.5	15.4
0.4	27.4	10.9	16.1
0.45	33.7	11.8	16.5
0.5	no slide	12.9	16.8
0.6	no slide	15.6	17.6
0.7	no slide	19.9	18.5

Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	12.1	7.6	15.1
0.1	14.2	8.3	15.7
0.2	17.3	9.3	16.3
0.3	22.0	10.5	17.0
0.4	30.2	12.1	17.8
0.45	37.2	13.1	18.2
0.5	no slide	14.2	18.6
0.6	no slide	17.3	19.5
0.7	no slide	22.0	20.5

System only

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

Large BigBags

Hangstraps are used to keep the lashings in place.

AnchorLash® 105.4 – 20ft CTU – Large BigBags

Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	10.2	6.4	12.8
0.1	12.0	7.0	13.3
0.2	14.6	7.9	13.8
0.3	18.6	8.9	14.4
0.4	25.5	10.2	15.0
0.45	31.4	11.0	15.3
0.5	no slide	12.0	15.7
0.6	no slide	14.6	16.5
0.7	no slide	18.6	17.3

Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.7	7.3	14.6
0.1	13.8	8.1	15.2
0.2	16.7	9.0	15.8
0.3	21.3	10.2	16.5
0.4	29.3	11.7	17.2
0.45	36.1	12.7	17.6
0.5	no slide	13.8	18.0
0.6	no slide	16.7	18.9
0.7	no slide	21.3	19.9

System only

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

AnchorLash® 105.4 – 40ft CTU – Large BigBags

Fully CTU Code compliant

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	9.1	5.7	11.3
0.1	10.7	6.2	11.8
0.2	12.9	7.0	12.2
0.3	16.5	7.9	12.8
0.4	22.6	9.1	13.3
0.45	27.9	9.8	13.6
0.5	no slide	10.7	13.9
0.6	no slide	12.9	14.6
0.7	no slide	16.5	15.4

Practical calculations

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	12.0	7.5	15.0
0.1	14.1	8.3	15.5
0.2	17.1	9.2	16.2
0.3	21.8	10.4	16.9
0.4	29.9	12.0	17.6
0.45	36.8	12.9	18.0
0.5	no slide	14.1	18.4
0.6	no slide	17.1	19.3
0.7	no slide	21.8	20.3

System only

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

Small BigBags with soft materials

Flexboards are used to keep the lashings in place.

AnchorLash® 105.4 – 20ft CTU – Small BigBags with soft material

Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	10.3	6.5	12.9
0.1	12.2	7.1	13.4
0.2	14.8	7.9	14.0
0.3	18.8	9.0	14.5
0.4	25.8	10.3	15.2
0.45	31.8	11.2	15.5
0.5	no slide	12.2	15.9
0.6	no slide	14.8	16.7
0.7	no slide	18.8	17.5

Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.4	7.1	14.2
0.1	13.4	7.8	14.8
0.2	16.2	8.7	15.4
0.3	20.7	9.9	16.0
0.4	28.4	11.4	16.7
0.45	35.0	12.3	17.1
0.5	no slide	13.4	17.5
0.6	no slide	16.2	18.3
0.7	no slide	20.7	19.3

System only

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

AnchorLash® 105.4 – 40ft CTU – Small BigBags with soft material

Fully CTU Code compliant

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.0	6.9	13.7
0.1	12.9	7.6	14.2
0.2	15.7	8.4	14.8
0.3	19.9	9.5	15.4
0.4	27.4	11.0	16.1
0.45	33.7	11.9	16.5
0.5	no slide	12.9	16.9
0.6	no slide	15.7	17.7
0.7	no slide	19.9	18.6

Practical calculations

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	12.1	7.6	15.1
0.1	14.2	8.3	15.7
0.2	17.3	9.3	16.3
0.3	22.0	10.5	17.0
0.4	30.2	12.1	17.8
0.45	37.2	13.1	18.2
0.5	no slide	14.2	18.6
0.6	no slide	17.3	19.5
0.7	no slide	22.0	20.5

System only

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

Large BigBags with soft materials

Flexboards are used to keep the lashings in place.

AnchorLash® 105.4 – 20ft CTU – Large BigBags with soft material

Fully CTU Code compliant

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	10.6	6.6	13.3
0.1	12.5	7.3	13.8
0.2	15.2	8.2	14.3
0.3	19.3	9.2	14.9
0.4	26.5	10.6	15.6
0.45	32.6	11.5	16.0
0.5	no slide	12.5	16.3
0.6	no slide	15.2	17.1
0.7	no slide	19.3	18.0

Practical calculations

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	11.7	7.3	14.6
0.1	13.7	8.1	15.2
0.2	16.7	9.0	15.8
0.3	21.2	10.2	16.4
0.4	29.2	11.7	17.2
0.45	35.9	12.6	17.6
0.5	no slide	13.7	18.0
0.6	no slide	16.7	18.8
0.7	no slide	21.2	19.8

System only

Friction factor, µ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

AnchorLash® 105.4 – 40ft CTU – Large BigBags with soft material

Fully CTU Code compliant

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	10.9	6.8	13.6
0.1	12.8	7.5	14.2
0.2	15.6	8.4	14.8
0.3	19.8	9.5	15.4
0.4	27.3	10.9	16.1
0.45	33.6	11.8	16.4
0.5	no slide	12.8	16.8
0.6	no slide	15.6	17.6
0.7	no slide	19.8	18.5

Practical calculations

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	12.0	7.5	15.0
0.1	14.2	8.3	15.6
0.2	17.2	9.3	16.3
0.3	21.9	10.5	16.9
0.4	30.1	12.0	17.7
0.45	37.0	13.0	18.1
0.5	no slide	14.2	18.5
0.6	no slide	17.2	19.4
0.7	no slide	21.9	20.4

System only

Friction factor, μ	Secured cargo weight in ton		
	Road (Doors to rear) & Rail	Road (Doors to front)	Sea area C
0.0	18.3	11.5	22.9
0.1	21.6	12.7	23.8
0.2	26.2	14.1	24.8
0.3	33.4	16.0	25.8
0.4	45.9	18.3	27.0
0.45	56.5	19.8	27.6
0.5	no slide	21.6	28.2
0.6	no slide	26.2	29.6
0.7	no slide	33.4	31.1

Notes regarding the application of the Cordstrap AnchorLash® 105.4 solution

Soft or deformable cargo should be adequately protected against breakage, damage or significant deformation, e.g. by applying edge protection and/or blocking boards. Appropriate measures should be applied to keep the lashing in the right position.

Please note that the values of secured cargo weight might differ slightly for specific solutions with different dimensions.