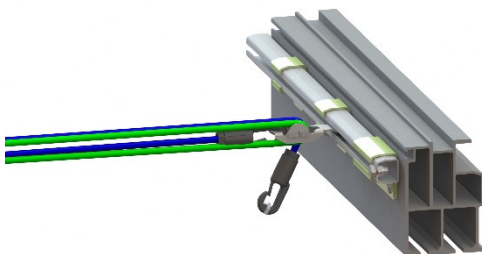


TRUCK-SAFE® – World's first automatic load securing.



Need an automatic load securing? Truck-Safe is a patented system, that will secure your load with a press of a button. It can be done with several different ways and use different power sources. Top picture shows one possibility, a side of the trailer is lifted to allow side loading and the tensioners are on the fixed side. This version is suitable for loads that have low variation in size and height. It is also possible to load from back either with automatic loading systems or with a fork lift and then secure the load with tensioners on one or both sides.



Truck-Safe system uses FIX Road® fabric and patented FIX Suspension System to mount the fabric under the roof to pull up the fabric when tension is released. The height requirement of the FIX suspension system is only 30mm and length of the cart is 50mm. Forklift operations underneath the fabric are possible.



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Tensioners can be pneumatic or electric and they can be placed where there is free space, inside or outside. Both methods are built so that electric control is used. This provides a possibility to use a wireless remote control.

Tensioning with pneumatics

The system is based on FIX Road[®] fabric like the one for the manual system. Straps for tensioning are sewed on but pneumatic tensioners are used instead of manual ratchet tensioners. Pneumatic pressure is controlled so that tensioning is sufficient. Tensioners are self-locking so loss of pressure does not mean loss of tension and a trailer can be left alone, shipped on a ferry etc. without a risk of loose load securing. If the load settles and the tensioning force is decreasing pressurized air from a reserve tank can re-tension automatically if pressure is left on during voyage.

Tensioning electrically

Instead of lashing straps, pulleys are attached to the fabric in production. A long and strong rope is used to tension all points at the same time. The rope route is designed so that all tensioning points are tensioned equally despite of load height. The electrical winch is controlled with a PLC that continuously measures the tension and re-tensions if needed. The PLC supervises the system and can alarm the driver of disturbances in the load securing. With an optional battery pack, the functionality is enlarged. A load can be released and re-tensioned without external power source. The trailer can be left alone to be shipped on a ferry with supervision active and possibility for automatic re-tensioning if needed.

Tensioning on only one side

When needed, the tensioning can be done only on one side. This is necessary in box trailers where one side can be opened for loading operations. Then the tensioning is done on closed side of the trailer and the fabric is permanently mounted on the opening side. This arrangement suits very well for transports from a terminal where loading is done from the back, to places where unloading is done with forklifts from the side.

