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SANS 10187-2:2013

Edition 1.1

SOUTH AFRICAN NATIONAL STANDARD

Load securement on vehicles

Part 2: General freight

SANS 10187-2:2013

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Table of changes

Change No.	Date	Scope
Amdt 1	2013	Amended to remove reference to specific subclauses and the date from a referenced standard.

Foreword

This South African standard was approved by National Committee SABS TC 1067, *Cargo restraints for land transportation*, in accordance with procedures of the SABS Standards Division, in compliance with annex 3 of the WTO/TBT agreement.

This document was published in May 2013.

This document supersedes SANS 10187-2:2006 (edition 1).

A vertical line in the margin shows where the text has been technically modified by amendment No. 1.

SANS 10187 comprises the following parts, under the general title *Load securement on vehicles*:

Part 1: General requirements.

Part 2: General freight.

Part 3: Metal loads.

Part 4: Timber and sugar cane.

Part 5: Loose bulk loads.

Part 6: Containers.

Part 7: Abnormal loads.

Part 8: Dangerous goods.

Part 9: Glass sheeting.

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Load securement on vehicles

Part 2: General freight

1 Scope

This part of SANS 10187 covers the safe securement and loading of general freight on vehicles.

2 Normative reference

The following referenced document is indispensable for the application of this document. All normative documents are subject to revision and, since any reference to a normative document is deemed to be a reference to the latest edition of that document, parties to agreements based on this document are encouraged to take steps to ensure the use of the most recent edition of the normative document indicated below. Information on currently valid national and international standards can be obtained from the SABS Standards Division.

SANS 10187-1, *Load securement on vehicles – Part 1: General requirements.*

3 General

3.1 Additional securing means shall be required on vehicles equipped with headboards, sides, tailboards, or van bodies under the following conditions:

- a) if there is a risk that the cargo may break through the walls or sides of the vehicle;
- b) when the cargo is higher than the headboard or side of the vehicle; and
- c) if the cargo is liable to be damaged should it move in transit.

3.2 When general loads are carried on load platforms, load securing systems shall be used.

3.3 Where parts of the load are added or removed during a journey, the load shall be rearranged and resecured where necessary at each stop, to maintain correct load distribution and restraint.

NOTE The loading and securing of general loads on goods vehicles are rendered difficult by the wide diversity of shapes, sizes, and natures characterizing this type of load.

3.4 The securement of general freight shall comply with the requirements of SANS 10187-1.