# **REGUPOL ANTI-SLIP MATS**



# Cost savings with Anti-Slip Mats

#### Example (according to VDI 2700)

For a load of 7500 kg standing freely on the loading platform (chipboard floor, coefficient of sliding friction approx.  $\mu$  0.3) at 10 truckloads per work day and 240 work days per year.

For a pre-tension force of 500 daN per lashing strap, **14 lashing straps** are required when no anti-slip mats are used.

The use of anti-slip mats doubles the coefficient of sliding friction to  $\mu$  0.6 and reduces the number of straps required to **3**.

### Comparative calculations

Lashing strap: 10 €/pcs.

Edge protectors brackets: 1 €/pcs.
Salary costs: 35 €/h. = 0.58 €/min.
Pre-tensioning/belt = (x · 2 min.) · 0.58 €

Anti-slip mats\*: 25 € (approx. 4 transports = 6.25 €)

Laying out the anti-slip mat: 1 min. · 0.58 €

New lashing straps/edge protection brackets are expected every six months, therefore 28 lashing straps/56 edge protection brackets are required without anti-slip mats and 6 lashing straps/12 edge protection brackets are required with anti-slip mats.

## Savings

Savings by using Anti-slip mats: approx. **16 800 € per year** 

Without Anti-Slip Mats	Costs per	year: 42336 €
Costs lashing straps	(28 · 10 €) : 240 days	1.17€
Costs edge protection brackets	(56 · 1€) : 240 days	0.23€
Salary costs while pre-tensioning the lashing straps	(14 pcs. · 2 Min) · 0.58€	16.24€
Costs per truckload		17.64€
10 truckload per day		17.64€ · 10 = 176.40 €
Approx. 240 days per year		176.40 € · 240 = <b>42336</b> €

With Anti-Slip Mats	Costs per	year: 25 464 €
Costs lashing straps	(6 · 10 €) : 240 days	0.25€
Costs edge protection brackets	(12 · 1€) : 240 days	0.05€
Salary costs while pre-tensioning the lashing straps	(3 pcs. · 2 Min) · 0.58 €	3.48€
Anti-slip mats	25 €/4 transports	6.25€
Salary costs while positioning the anti-slip mats	1 min · 0.58€	0.58€
Costs per truckload		10.61€
10 truckload per day		10.61€ · 10
		= 106.10 €
Approx. 240 days per year	Γ	106.10 € · 240
		= 25 464 €

<sup>\*</sup> Depending on the degree of wear, the replacement can also take place sooner or later as long as the sliding friction coefficient of  $\mu$  0.6 is not adversely affected.