

# LOAD RESTRAINT PERFORMANCE STANDARDS

## National Load Restraint Performance Standards

(see p 186 Load Restraint Guide – second edition 2004)

Loads must be restrained to prevent unacceptable movement during all expected conditions of operation. The load restraint system must, therefore, satisfy the following requirements:

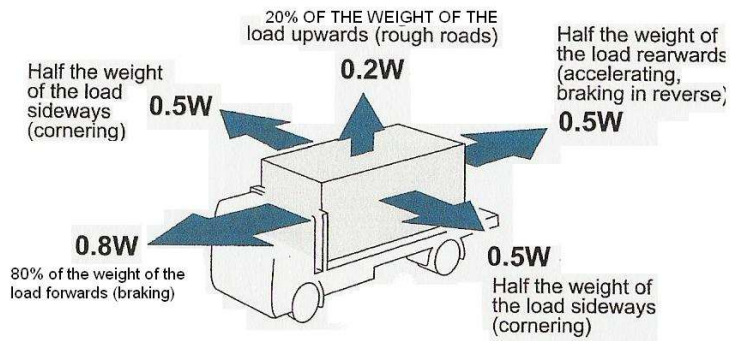
1. The load should not become dislodged from the vehicle.
2. Any load movement should be limited, such that in all cases where movement occurs, the vehicles stability and weight distribution cannot be adversely affected and the load cannot become dislodged from the vehicle.

Loads that are permitted to move relative to the vehicle include loads that are effectively contained within the sides or enclosure of the vehicle body such as:

- a) Loads which are restrained from moving horizontally (limited vertical movement permissible)
- b) Very lightweight objects or loose bulk loads (limited horizontal and vertical movement is permissible)
- c) Bulk liquids (limited liquid movement is permissible)

To achieve this, the load restraint system must be capable of withstanding the forces that would result if the laden vehicle were subjected to each of the following separately:

- 0.8”g” deceleration in a forward direction,
- 0.5”g” deceleration in a rearward direction,
- 0.5”g” acceleration in a lateral direction,
- and
- 0.2”g” acceleration relative to the load in a vertical direction.



W = Weight of the load)

Ref: NTC

**Note: “g” (the acceleration due to gravity), is equal to 9.81 metres/sec/sec for the purpose of these standards.**