



LOADING GUIDE **DIRECT RESTRAINT**



Direct restraint is one of two methods to secure a load. It controls movement of the load in the forward, backward and sideways directions by using the vehicles body structure, such as bulkheads and walls, or restraint equipment such as chains, straps or twist locks.

This method is particularly useful for attaching loads to the vehicle where a load has little to no friction with the loading deck. Direct restraint doesn't rely on friction to keep the load secure, making it a versatile restraint method that works well for slippery loads or loads on wheels.

- ✓ Use low lashing angles, around 25° from the vehicle's loading deck
- ✓ Depending on the load type, combine containing, blocking and attaching techniques
- ✓ Remember to check that your lashings have enough capacity to secure the load in all directions
- ✓ Check the manufacturer's recommendations

DIRECT RESTRAINT

CONTAINING

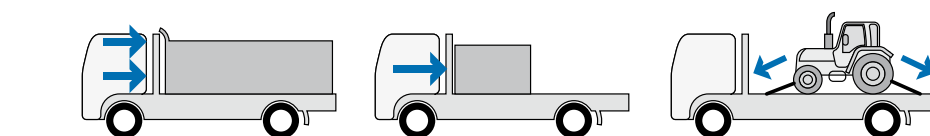
Tankers,
tipper bodies

BLOCKING

Headboards,
side/tail gates

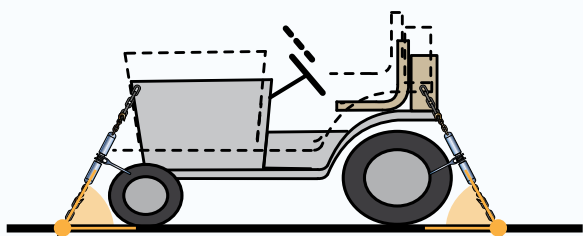
ATTACHING

Twist locks,
direct lashings

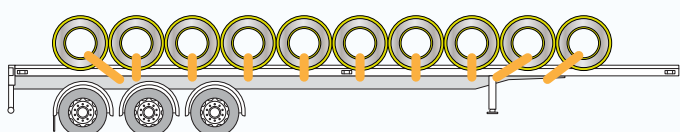


⚠️ RISKS

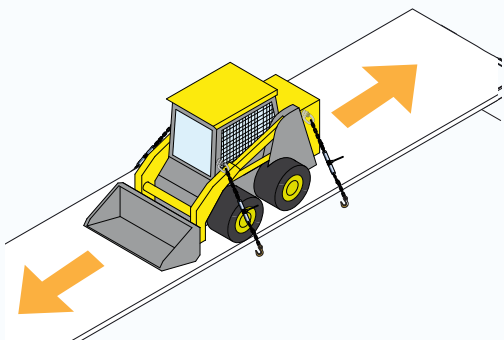
- ⚠️ **STEEP LASHING ANGLES PULL DOWN ON THE LOAD CAUSING IT TO BOUNCE**



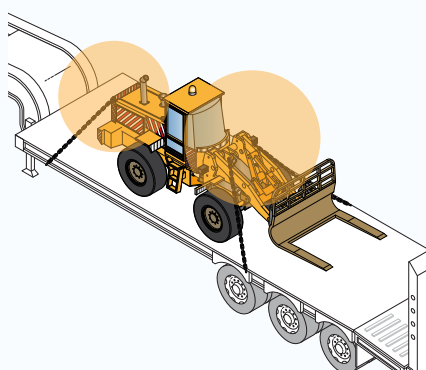
- ⚠️ **RELYING ON ONE METHOD (E.G. ATTACHING LASHINGS WITHOUT BLOCKING) MAY NOT BE SUFFICIENT FOR LOADS WITH AN IRREGULAR SHAPE OR UNSTABLE CENTRE OF GRAVITY**



- ⚠️ **RELYING ON BRAKES AND NOT SECURING THE LOAD IN ALL DIRECTIONS**

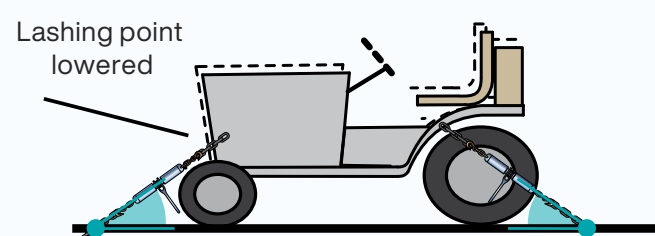


- ⚠️ **ATTACHING USING LIFTING POINTS**

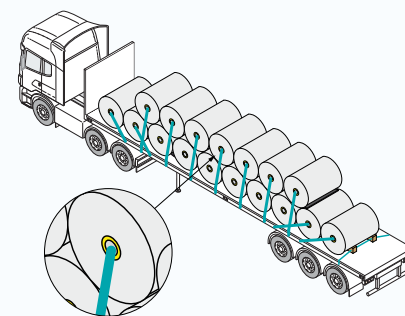


✓ GOOD PRACTICE

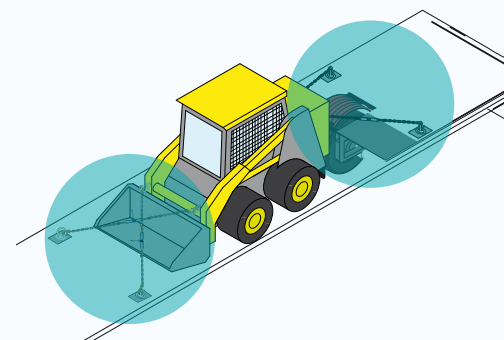
- ✓ **USE LOW LASHING ANGLES, AROUND 25° FROM THE VEHICLE'S LOADING DECK**



- ✓ **USING A COMBINATION OF BLOCKING AND ATTACHING TECHNIQUES TO SECURE THE LOAD**



- ✓ **SECURING THE LOAD IN ALL DIRECTIONS AND USING THE LOAD RESTRAINT GUIDE TO ENSURE APPROPRIATE LASHING CAPACITY**



- ✓ **ATTACHING USING CLEARLY LABELLED MANUFACTURERS LASHING POINTS**

