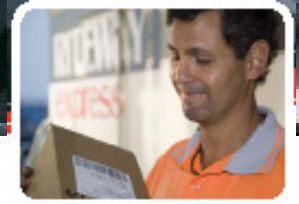
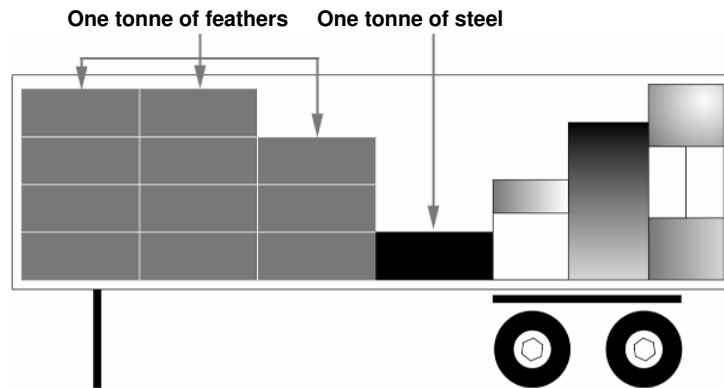


Sharing the load



The carrying capacity of a vehicle can be measured in two ways - Deadweight, or Cubic Volume. Obviously a tonne of feathers takes up much more space than a tonne of steel.



When a truck is loaded with large volume freight like feathers or foam, it is not equitable to use the deadweight rating for that freight. The problem comes about when the industry pricing structure is based on weight only, ie. cents per kilogram.

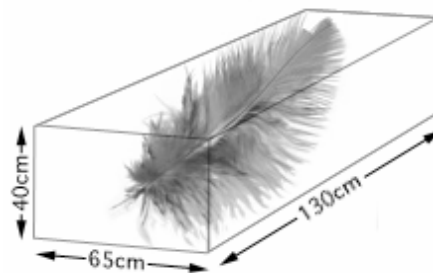
So, the only way that our feathers can pay their way fairly, is by charging for the space they occupy. That is to 'cube' the freight to the equivalent deadweight. The industry standard is that one cubic metre is the equivalent of 250 kg's deadweight.

Let's explain this a little further

A box of feathers measures say 1.3m X 0.65m X 0.40m. It weighs just 30 kgs. To convert to the equivalent deadweight, simply multiply the dimensions by 250 kgs.

$$1.3\text{m} \times 0.65\text{m} \times 0.40\text{m} \times 250 = 84.5 \text{ kg's}$$

The formula is always:
LENGTH X WIDTH X DEPTH X 250



We can advise on your cubic volume freight

Cubic freight can be in many forms other than just lightweight. Hollow freight such as air conditioning ducting can be heavy, but still take up more space than its deadweight. What cubing does is share the cost of the linehaul vehicle fairly between all the users.

If you are not sure how your freight should be charged, use the above formula or talk to your Area Sales Manager. If your freight is always going to be in the cubic volume category, this factor can be taken into account when your rates are set, so that your freight does not have to be continually cubed later. Knowing what costs really are helps everyone to understand fairness in freight charges.



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