

# Drive Over Cable Protectors

## A Buyers Guide

*Outdoor Cable Protectors, or Cable Ramps, vary greatly in capability so assessing suitability for common purposes can be confusing. D-Line trust this guide can be useful to aid selection.*

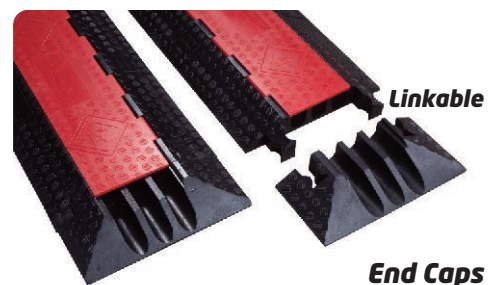
1. Consider the cavity sizes and length of run required for the cables (or pipes, and hoses) that will be enclosed. Cavities in the chosen profile must have sufficient space to accommodate the relevant cables, pipes or hoses. Note that they must not interfere with the lid closing fully.
2. Because the Cable Ramps will often be driven over by vehicular traffic, many manufacturers use axle weights as a guide to load bearing capability. The axle weight is the total weight that might be transmitted by all wheels on one axle of a vehicle. To prevent excessive wear and tear on road surfaces, in **UK vehicles have a legal axle weight limit of 11.5 tonnes**. In a Distribution Yard, busy with HGV traffic, any Cable Ramp with a stated axle weight of less than 11.5 tonnes will be unsuitable.

### Relying solely on axle weights is a misleading guide to performance.

A PVC or recycled rubber Cable Ramp might withstand a particular axle weight at 5mph, but will be susceptible to faster moving vehicles or petty vandalism. While these materials are low cost in comparison for example to virgin Polyurethane (PU), the **PU has outstanding characteristics for Cable Ramps as it offers a far greater tear and shear strength**, and elasticity, and can withstand significantly higher stresses. In other words, the common alternatives tear much earlier. PU offers **excellent abrasion resistance** also, to withstand constant use.

A common failing of rigid PVC or rubber choices is that should wheels of a first axle flip-up the lid, wheels of the second axle will often catch and split the material. In contrast PU Cable Ramps provide far superior impact and tear resistance. For this reason, whatever the axle weight claims, **Cable Ramps produced from PU offer a significantly longer life span than common alternatives.**

3. Drive Over Cable Protectors should have **colour-contrasting base and lid** sections to alert pedestrians and drivers; **tapered ramps** for ease of passing; and have **non-slip treads** to assist the safe passage of pedestrians.
4. Lengths should have **balanced handles for easy carrying**, and an **effective means of securely joining lengths** to enable runs to be as long as required.
5. Use tapered **End Caps** that slot over end-sections to **neatly finish** both ends of an installation.



**For more information please call D-Line 0044 191 2360960**