

... the carrying vehicle was involved in a transport accident on the motorway. According to the information available, the carrying vehicle had collided with a commercial vehicle at the end of a traffic jam.

The container and its load were taken to the premises of the recovery service, Bissinger GmbH, Karlsruhe.

The cargo consisted of stainless-steel pipes of grade TP316LM/1.4404, length 6,096 mm, diameter 79.38 mm x 2 mm. There was a total of 24 bundles of 20 pipes each. The total weight was 11,352.72 kg net/12,792.72 kg gross.

The container was presented at the salvage company's outdoor storage area in Karlsruhe. The open-top container showed external damage to the front wall, which was massively dented. The right-side vertical post was deformed.



After the rear door was opened, it could be seen that the wooden bracing in the rear was still in place and apparently undamaged.



The load could be inspected via the wooden wall. It was seen that the bundles of tubes were stowed five layers high with four bundles per layer. Timber had been used as intermediate layers and had been lashed down with belts over the top layer.

The bottom layer had shifted and was about 175 cm away from the securing at the rear. The top layers had shifted a further 120 cm towards the front wall.



The tubes on the sides were obviously in contact with the wall. The film was open on one bundle, and a laterally deformed tube was visible.

The tube bundles, which had shifted towards the front wall of the container, had penetrated a front-side load-securing device in the form of a wooden wall, similar to the rear-side securing device. The top five layers had slipped right up to the front wall.



Further lateral deformations, longitudinal distortion and deformations on the front ends, in particular the front ends at the front of the pipes, cannot be ruled out. Scratches may also have been incurred on the outside of the pipes due to the shifting.