

# Lets Face the Facts on VDMA Guidelines

**AlphaPlan** for years now, amongst a host of other floor survey companies have been surveying floors within the VNA aisles of high bay warehouses in order to prove the VDMA guideline complies or not.

So that the industry came out of the dark ages it realized the need for the VDMA guideline, it was **AlphaPlan** who were asked to look at the development of a survey tool to prove the short-wave length profile of the floor, this is calculated by the 'FX' number.

The VDMA survey tool has been specifically designed to take into consideration the width of most if not all of VNA MHE wheels, (not the wheel size).



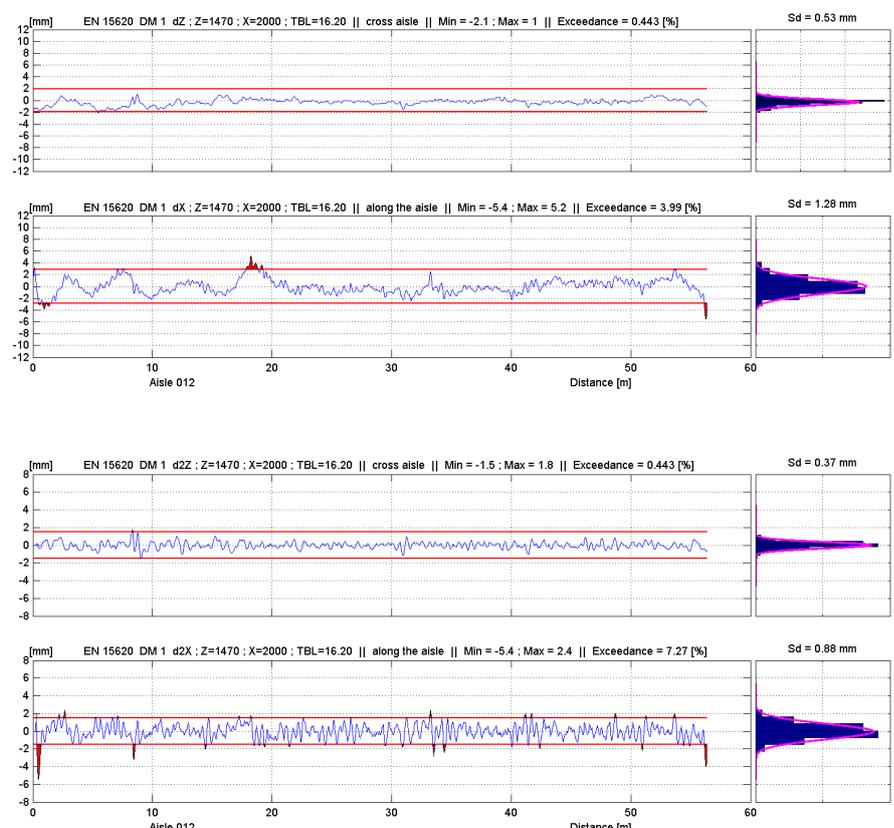
Pic. 1: Here it is the **AlphaPlan** perfectly engineered VDMA ('FX') measuring tool.

With thousands of linear meters surveyed under the VDMA Guideline, it now transpires why VNA aisles really do feel like a cobble stone road for MHE within the VNA aisles.

**AlphaPlan** have been approached on a number of occasions to survey floors where MHE fails to operate because the floors within the VNA's have been incorrectly specified for a particular operation.

MHE has been designed to operate higher and faster than in recent years and therefore higher

tolerance floors under the VDMA guideline have proven the only way forward, certainly for the next 30years. EN15620 & (DM) are being questioned for VNA installations of today.



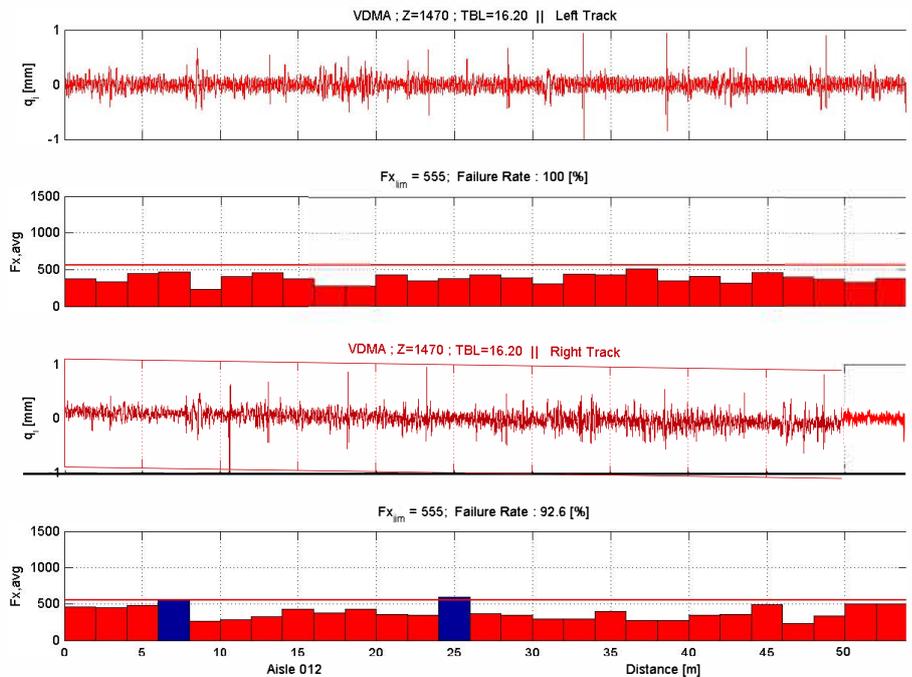
Diag 1a. Survey Graph EN15620 or DM1 (the MHE in this case were unable to operate as specified).

Here we can see the aisle 012 specified as DM1(copy and paste EN15620) by the same company acting as the consultant, flooring contractor and grinding contractor. After additional remedial work to the VNA aisles the client again questioned the work as the MHE failed to operate as specified.

Here we can see the same aisle surveyed under VDMA ('FX' Short Wave length) proving failure in the majority of the floor, it is easy to understand why the MHE fails to operate in this case, hence the client could not operate at full height and speed, for this reason he had no choice but to dramatically reduce the speed and height of his VNA trucks.

For this very reason fork truck manufacturers recommend the VDMA guideline over the soon to be updated EN standard.

It is therefore very easy to see why the very out dated TR34 has no value for the end user or the truck manufacturer, this is purely a guideline for floor slab construction and not the ergonomics and safety of the trucks, drivers and the warehouse operations.



Diag 1b.  
Survey Graph surveyed under VDMA ('FX') (the same floor Aisle 012 as the DM1 specified)



Pic 2  
Shows the FloorProfiler with the DIN 15 185 and the VDMA ('FX' Meter) tools.

**AlphaPlan** has not only been surveying floors for the past eight years in a much more scientific way, but the research has been worked out in corporation with all main constructors and in corporation with the Technical University of München, followed up by 2 years of pragmatic testing on all types of trucks and all different types of floor.

More importantly **AlphaPlan** has also developed its equipment in such a way that the results can not be manipulated. All floors surveyed, are instantly downloaded within minutes, this can only mean the survey is completely independent.

Clients are now becoming much more aware of the need for an independent survey.