Use

Medium is used to secure cargo, which is to be transported by sea, container, rail or road and is at risk of being exposed to loads up to 23 tons. The empty airbag should be placed in the gaps between the cargo and inflated using compressed air. The airbag assumes the precise shape of the gap and supports and stabilises the cargo effectively during transport. The airbag can be used several times.

Materials

Medium consists of two layers of special paper, ensuring maximum strength and low weight of the airbag. On the inside Medium consists of three layers PE quality film, which is coextruded, ensuring an ultimate airtight seal.

Valve

Medium is equipped with a patented valve, which allows very quick inflation and deflation. The valve can be opened and closed numerous times, so the airbag can be reused.
**Strength**
The maximum load depends on the size of the airbag and the gap between the cargo. The table above shows the load the various sizes of airbags can withstand in a gap respectively of 10, 20 and 45 cm. For example, if there is a gap of 10 cm and an airbag of the size 100x220 cm is used, the airbag can withstand a load of 23.5 tons.

**Inflation**
We recommend that the Bates Standard Inflator or Bates Quick Inflator is used to inflate the airbags. The airbag must not come into contact with sharp or pointed objects and should be kept min. 5 cm clear of the floor to avoid contact with water or other liquids. In the table above filling time is based on a 3/4” hose and a pressure of 4 bar (56 psi). Maximum recommended airline pressure 8 bar.

**Deflation**
The airbag is deflated by pushing down the push-button, which opens the valve, allowing the airbag to be pulled out and rolled up (this is included in the indicated deflation times). When reusing the airbags it is very important to close the valve after deflating, so the valve is protected against damages and dirt.

**Working pressure**
The maximum recommended working pressure is 0,3 bar (4,3 psi). Compared with the high bursting pressure this gives a security margin of factor 3-8 depending on the gap.

If changes in temperature, you should take into consideration the following:
- If the air in the airbag becomes significantly colder after inflation, the pressure in the airbag drops. It is possible to compensate for this during inflation by increasing the working pressure slightly.
- If the air in the airbag becomes significantly warmer after inflation, the pressure in the airbag increases. It is possible to compensate for this during inflation by reducing the working pressure slightly.

During inflation consideration should of course be given to whether the cargo and packaging can withstand the selected working pressure.