



Me MARMION

GREENORE · CO. LOUTH ·
IRELAND

STEEL COIL TRANSPORT SYSTEM · EN1090 EX2

The Reusable Steel Coil Carrier

Any flat trailer becomes a coil trailer.

A removable, stackable steel transport cradle system — deep fabricated V-sections, substantial side plates, fork pockets and integrated restraint hardware, engineered and fabricated in Co. Louth.

EN 12195 COMPLIANT

CE / UKCA

UP TO 25 T WLL

STACKABLE



Built for Safety. Proven for Compliance.



Whether in the factory, on the trailer or at the port, the Coil Carrier makes handling faster, safer and reusable. It fits the standard trailers you already run — cutting waste, improving compliance and protecting every load.



SAFETY & COMPLIANCE

Load restraint certified

- ✓ EN 12195 compliant restraint practice
- ✓ CE / UKCA certified fabrication
- ✓ Up to 25 tonnes working load limit
- ✓ Aligned to RSA / HSE load codes

One Coil Carrier replaces hundreds of timber cradles a year — cutting waste, CO₂ and long-term transport costs.

01

SAFETY

The V-profile centres the coil and drops the centre of gravity — no improvised timber.

02

COMPLIANCE

Integrated restraint points make correct lashing the easy option, load after load.

03

COST SAVINGS

No dunnage bill, fewer damage claims, faster repeatable loading arrangement.

04

SUSTAINABILITY

Hundreds of single-use cradles kept out of the skip every single year.

The numbers that matter

ENGINEERED FOR HEAVY DUTY

COIL CAPACITY

25 tonnes*

Roughly 245 kN of static load before dynamic transport forces are counted.

COIL DIAMETER

Ø800–2,000 mm

The V-profile centres the coil across the full range — tell us your coil mix.

BUILT INTO EVERY UNIT

OVERALL	3,253
LENGTH	mm
BODY	415
HEIGHT	mm
BEARING	390 mm @ 205
FLATS	mm
FORK	190 mm, both
OPENINGS	sides
COMPATIBILITY	Standard flat / curtainside
FINISH	Heavy-duty coating, safety yellow
FABRICATION	EN1090 EX2, in-house
RETURN & STORAGE	Stacks, end blocks locate

*Maximum coil mass subject to carrier specification, trailer configuration, axle loading and the approved load-restraint arrangement. Rated capacity and restraint documentation are confirmed for your configuration at purchase.

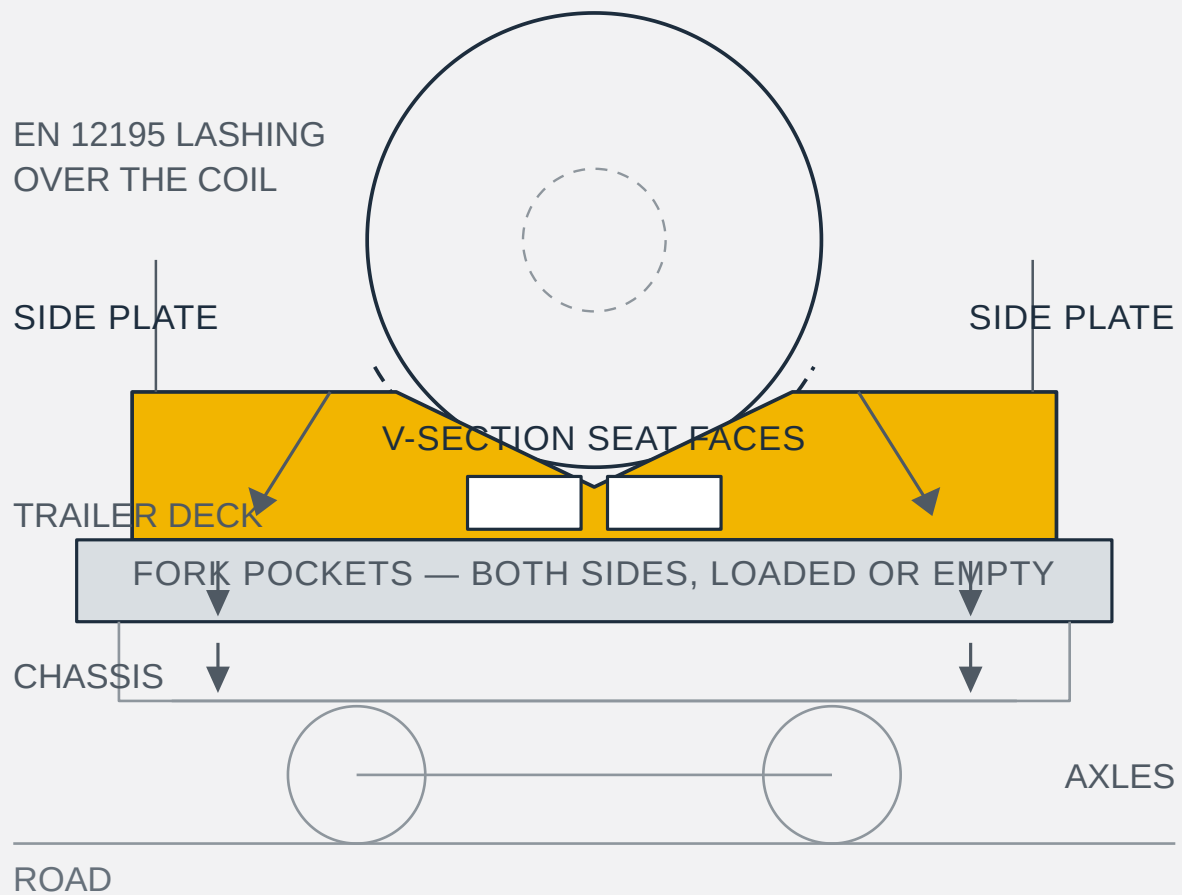


How the load actually travels

NOT TO SCALE
Ø1,400 COIL
SHOWN

The carrier receives the full coil load through its V-sections and side plates, then transfers it into the trailer deck and chassis — which carries it to the axles. A 25-tonne coil is roughly 245 kN of static weight before dynamic transport loads, restraint forces and safety factors. That is why this is a fabricated structure, not a bent-plate cradle.

STEEL COIL — Ø 800 TO 2,000 MM



V-sections and side plates take the coil; the deck takes the carrier;
the chassis carries the load to the axles.

Straight off the workshop drawing

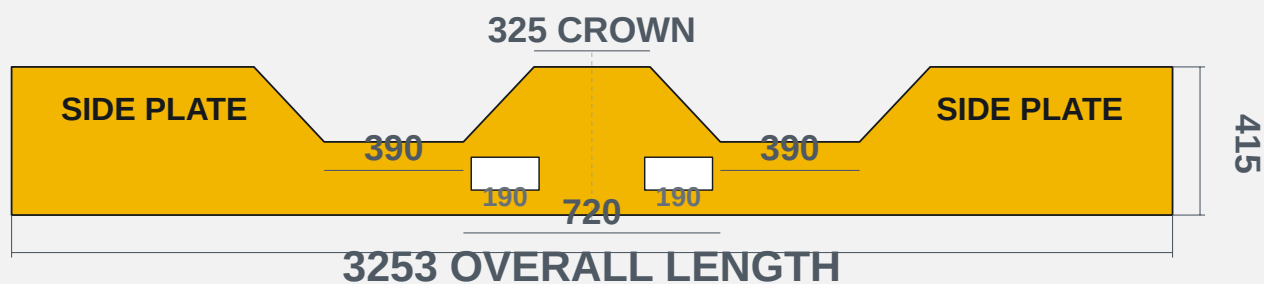
DIMENSIONS: MM

SCALE:

PROPORTIONAL

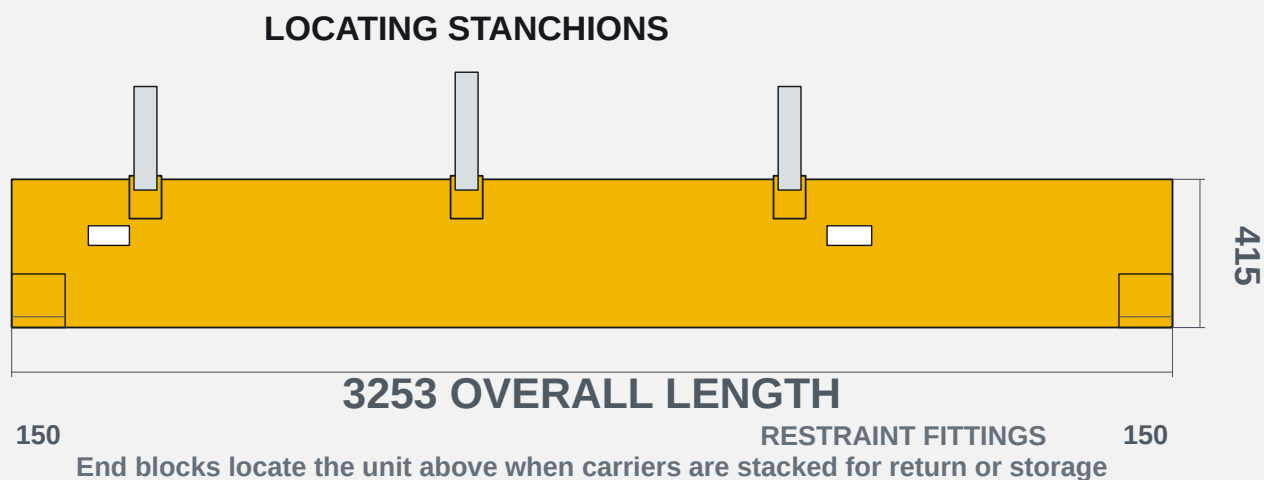
Front face profile and side elevation, redrawn to drawing-sheet standard from Eddie's workshop sketch and product photographs. The W-profile carries the coil on its protected seat faces — the only surfaces the coil touches — so coil edges and painted faces stay unmarked. Fork openings give access from both sides; the end blocks locate the next unit when stacked.

DRG-CC-02 · FRONT FACE — W-SHAPED COIL BEARING PROFILE



Profile generated from the readable dimensions in the workshop drawing

DRG-CC-03 · SIDE ELEVATION



KEY

DIMENSIONS

3,253 mm overall length

415 mm body height

WORKING-DRAWING

VALUES

720 mm central span · 325 mm crown

390 mm bearing flats at 205 mm

190 mm fork openings

150 mm end blocks

Redrawn from the supplied sketch and product photographs. Final certified fabrication dimensions are confirmed with your order documentation.

An industrial transport system, not a light-duty cradle

01 —
06

01

DEEP FABRICATED V-SECTIONS

Welded plate seats, not rolled sheet — the coil sits low and centred, and stays there.

02

SUBSTANTIAL SIDE PLATES

Full-depth plate takes lateral force and spreads the load into the deck.

03

FORK POCKETS AS STANDARD

Access from both sides, loaded or empty — on and off a deck in minutes.

04

LOCATING & RESTRAINT HARDWARE

Stanchions and tie-down guides make EN 12195-style lashing repeatable.

05

STACKABLE DESIGN

End feet locate the next unit — empties nest for the return leg or yard storage.

06

PROTECTED STEEL

Heavy-duty coatings and galvanised hardware for a working life outdoors.



A removable coil carrier, not a committed trailer

This is a portable coil carrier in the truest sense: forklift it onto any flat or curtainside deck in minutes, and lift it back off the moment the coil work is done. No welding, no deck modification, no trailer married to coil duty for life.

That mobility changes the economics. The same carrier moves between trailers, depots and even hauliers as the work demands — and when a unit isn't needed, it stacks in the corner of the yard instead of parking a six-figure asset against the fence.



FLEET FLEXIBILITY

Every flat deck in your fleet becomes a coil deck

Coil work is lumpy — heavy some weeks, gone the next. Dedicated coil trailers force you to size the fleet for the peak. A set of removable carriers lets you size for the average: win a coil contract on Monday, equip three ordinary flats by Tuesday, and backload general freight on the return leg once the carriers are stacked. Nothing dedicated, nothing idle.

Minutes

to fit or strip a deck with a forklift — no welding, no modification.

Any flat

standard flat or curtainside deck, across trailers, depots and hauliers.

Stacked

empties nest into a compact footprint for return legs and yard storage.

Do you really need a coil liner trailer?

A coil liner — the purpose-built trailer with a coil well in the chassis — is a serious piece of kit, engineered for very heavy concentrated loads. If you run coils every day, both ways, it earns its keep. Most operators don't. For everyone else the coil liner has three problems: a major capital commitment, a compromised trailer for everything that isn't a coil, and idle time when volumes dip.

DEDICATED COIL LINER

Six-figure capital per trailer

Coil well built into the chassis — permanent

Compromised for general freight

Sits idle when coil volumes dip

Fleet must be sized for the peak

MARMION COIL CARRIER

A fraction of the cost of one dedicated trailer

Deep V-seat and low centre of gravity, removable

Trailers stay general-purpose the rest of the week

Stacks away when the coils stop

Size the fleet for the average, flex for the peak

Run coils when there are coils; run freight when there aren't.

SAFETY FIRST

Unsecured loads are the industry's open secret

Up to a quarter of truck accidents are linked to unsecured loads — and a shifting steel coil is the worst version of that problem. The Coil Carrier attacks it structurally: the V-profile centres the coil, the low centre of gravity calms the trailer, and integrated restraint points make correct lashing the easy option rather than the careful one.

THE BUSINESS CASE

It pays for itself in dunnage and damage

Single-use timber cradles are a recurring cost that ends up in a skip. One Coil Carrier replaces hundreds of them a year, cuts loading time with a repeatable arrangement, protects coil faces from point damage, and comes home stacked for the next run.

Four moves, every run

01

POSITION

Forklift the carrier onto the flat deck and set it against your agreed load plan.

02

LOAD

Lower the coil into the V-seat — it centres itself on protected bearing faces.

03

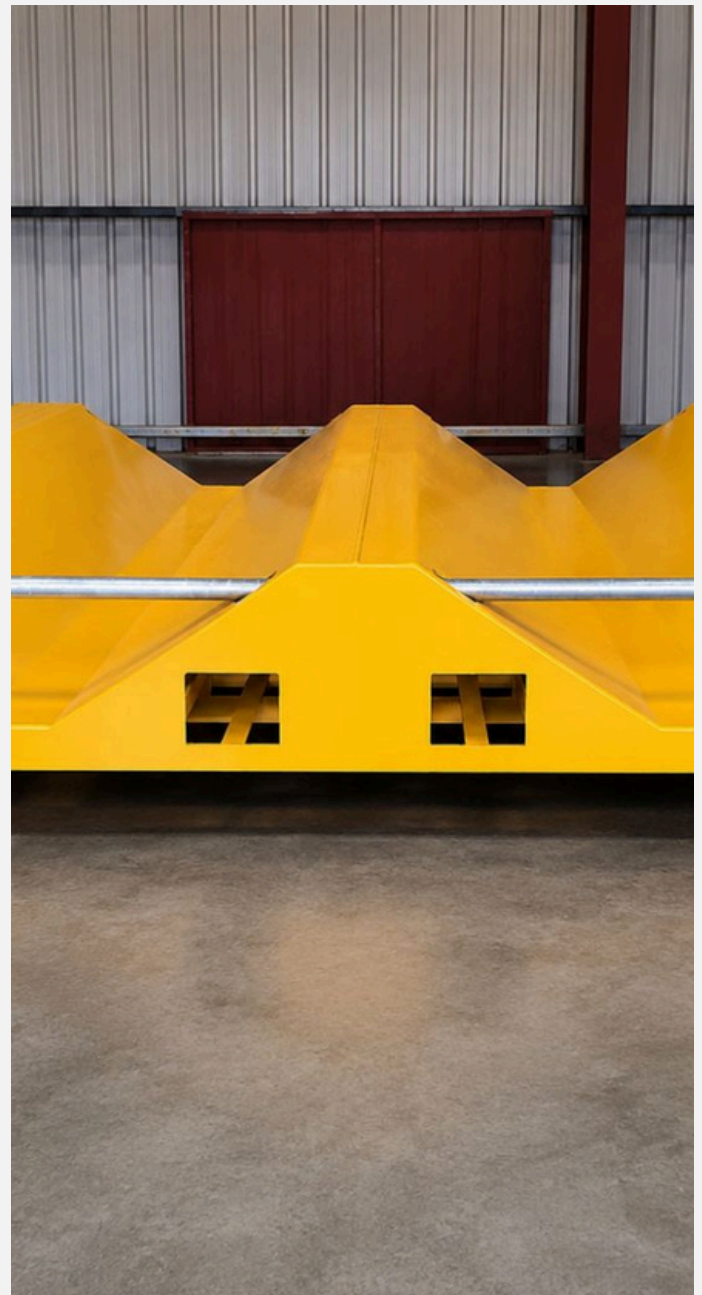
RESTRAIN

Lash through the integrated guides to the EN 12195 arrangement for the load.

04

RETURN & REPEAT

Stack the empties, backload general freight, and the deck is free again.



CAPACITY

Up to 25 t*

COIL DIAMETER

Ø 800 – 2,000

RETURN

Stackable

HANDLING

Fork pockets



Before you ask

MAXIMUM COIL WEIGHT?

Engineered for coils up to 25 tonnes, subject to carrier specification, trailer configuration, axle loading and the approved restraint arrangement. Rated capacity is confirmed with engineering documentation at purchase.

GENUINELY REMOVABLE?

Completely. It forklifts on and off any flat deck in minutes — no welding, no deck modification. Move it between trailers, depots or hauliers, and stack it away when it isn't needed.

HOW ARE EMPTIES RETURNED?

They stack — the end feet locate the next unit, so empties nest into a compact footprint for the return leg or yard storage.

WORKS ON A STANDARD FLAT?

Yes — that's the point. The carrier converts a normal flat deck into a coil-carrying arrangement. Positioning and restraint are agreed against your trailer configuration.

WHAT COIL SIZES?

Ø 800 mm to Ø 2,000 mm. The V-profile centres the coil across that range — tell us your typical coil mix and we'll confirm fit.

SAME AS A COIL LINER?

No — a coil liner is a dedicated trailer with a well in the chassis. The Coil Carrier gives an ordinary flat trailer the same coil-carrying geometry, removably, at a fraction of the cost.

IS THE CARRIER CERTIFIED?

Fabricated under our EN1090 EX2 certification, with restraint points designed around EN 12195 practice. Capacity and restraint documentation for your configuration are provided at purchase.

CAN YOU ADAPT IT TO US?

Yes — we're the fabricator, not a reseller. Dimensions, seat profile, restraint interfaces and coatings can be engineered to your fleet, coil mix and routes.

SECURE YOUR COIL TRANSPORT

Tell us your coils, your trailers, your routes.

We'll come back with the right carrier specification, the documentation behind it, and an itemised quote. Call 087 997 7267 — you'll get a fabricator, not a call centre.

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