

Certificate of Load Securing by the Vehicle Superstructure according to EN 12642 Annex B (2007-01)

8111069666-PB2-Z1-A2

1 Dates of vehicle

| | |
|---|--|
| Vehicle manufacturer: | Lawrence David LTD Maxwell Road PE2 7JR Peterborough |
| Vehicle type | 3-axle trailer |
| Body type | Double deck Curtainsider |
| Vehicle ID number | Please Refer to Chassis Plate |
| Max. technical payload | 26,000 kg |
| Max. clearance dimensions L x W x H in [mm] | 15,650 x 2,550 x 3,302 |

2 Details of vehicles fittings

**Proven max. test forces
(EN 12642, Annex B)**

Front Bulkhead

0,8 g

Galvanised HT steel corner Pillars and top corner cappings.
GRP Deflector and 21 mm GRP panel.

Curtains

0,5 g

Amoursheets plus load bearing curtain.
Cloth 2 x 2 weave 900 gr/m² with 1,500 kg rated webbing assemblies at 625 mm nom centres. Wear band approx 500 mm to buckle line. Stailness steel buckle, Maxcess hanger, single ball bearing roller, anti tangle rave hook.

Rear Bulkhead

0,5 g

Galvanised steel rear frame with special formed pillars to suit wrap around roof track and curtains. 21 mm fixed GRP panel closure.

Roof

Steel fabricated prepainted steel mean rails. Fuel saving curve to bring height down to 4,25 m nom. Transverse galvanized roof sticks. One peace alloy roof sheet.

Second deck

Standard Pallet second deck to suit step frame Trailer.
Nom lenght 11 m x 2,44 wide x 135 mm deep.
Capacity 10 tons UDL.

The condition of the vehicle superstructure is to be inspected regularly in accordance with VDI 2700.

3 Details of load

- Sliding friction coefficient $\mu_D \geq 0,3$
- Positive fit loading in direction of travel
- Cargo width min. 240 cm
- Distance cargo / rear wall ≤ 15 cm

4 Cargo informations (examples)

- General cargo
- Palletised goods, shape and tip-stable

5 Summary

The vehicle body described above fulfils the requirements of DIN EN 12642 Code XL for a payload of up to 26.000 kg.

If all conditions given in par. 2, 3 and 4 are fulfilled, the securing of the load is provided by the stability of the vehicle structure, further securing such as tie-down or direct lashing is not required.

When all listed conditions are fulfilled, the vehicle body is capable of securing the cargo according to the guidelines of generally accepted engineering principles, for example accelerations according to DIN EN 12195-1 (road traffic), the VDI-directive 2700 ff. and the certificates and technical reports based on these

This certificate for the sufficient load securing also includes the legal requirements for load securing which are listed in §§ 22 and 23 StVO and § 30 StVZO.

Additional load securing measures according to VDI 2700 are to be taken for differing loading conditions.

TÜV NORD Mobilität GmbH & Co. KG

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Fachgruppe Ladungssicherung

Lawrence David LTD

By signing this certificate, Lawrence David LTD certifies that the body rigidity of the vehicle delivered to the customer at the time of delivery corresponds with the test sample certified by TÜV NORD.

Hannover, 05.04.2019

Peterborough (GB),



Uwe Manter

