TÜV NORD Mobilität GmbH & Co. KG

Certificate of testing for load securing and strength of vehicle bodies according to DIN EN 12642 Code XL (2007-01) and VDI 2700 Sheet 12 / Beverages (2011-09)

8112084300-PB1-Z3

1 Vehicle data

Manufacturer	Schmitz Cargobull AG Siemensstraße 50 48341 Altenberge
Kind of vehicle / body	SCS - SCS BS / Curtainsider
Vehicle identification number / Body number	**WSM00000003318326**
Max. payload in [kg]	27.000
Max. clear dimensions inside L x W x H in [mm]	13.620 2.480 x 3.000

2 Vehicle equipment data

Proven max. test loads (DIN EN 12642, Annexes A, B)

Front wall — **13.500 daN / 0,8 g**

Aluminum front wall with aluminum or steel corner pillars, optionally with
- integrated storage box

Side walls — **10.800 daN / 0,5 g**

Stanchions
- min. 3 couples reinforced Schmitz-Curtainsider-stanchions, equally divided to the load platform

optionally
- one side version Speed-Curtain with 23 steel-micro-stanchions

Tarpaulin
- version Curtainsider (SCS) optionally:
  PVC side tarpaulin with min. 850 g/m², min. 3 additional welding belts horizontal above of tension belt and min. 18 vertical tension elements beneath of stainless steel
  side tarpaulin with theft protection (wire grating). In that case without additional welding belts horizontal in area of theft protection, above theft protection one horizontal welding belt and min. 18 vertical tension elements beneath with additional mechanical locking of stainless steel
  side tarpaulin approved according to EN 12641-2
  Schmitz Cargobull plank tarpaulin
  with internal board wall
- version Boardwallsider (BS) optionally:
  PVC side tarpaulin with min. 630 g/m²; min. 2 horizontal welding belts; fixture of tarpaulin either with cramps, tarpaulin eyelets and tarpaulin cord or combined cramps with rubber expanding rope.
  side tarpaulin with theft protection (wire grating) without additional welding belts horizontal in area of theft protection.
  Schmitz Cargobull plank tarpaulin

Support laths
- quantity and kind of support laths see paragraph 5

Pallet ledges
- without

Rear wall — **8.100 daN / 0,5 g**

Rear gantry with aluminum or steel corner pillars
Aluminum rear doors with 2 internal rod locks each door

Roof

Schmitz Cargobull Safety Roof with optionally
- diagonal fiber-reinforced Schmitz Cargobull roof tarpaulin
- roof tarpaulin with integrated diagonal wire amoring (not for Speed-Curtain)
- roof tarpaulin and diagonal strut of steel between aluminium arbors

or

Schmitz Cargobull Fixed Roof with aluminum or steel metal sheet cover

The condition of the vehicle chassis/structure has to be examined annually by the vehicle owner and/or operator in accordance to VDI guideline 2700 by an educated expert and has to be documented in accordance to manufacturer guidelines.

3 Designations / conditions for loading

Coefficient of friction $\mu_D \geq 0{,}3$
Positive engagement in direction of travel
Width of cargo min. 240 cm
Distance cargo / rear wall ≤ 15 cm
To achieve positive engagement, flexible load securing systems may be used.

4 Designations for cargo (examples)

Palettised goods, stable in form and tip-resistant
Piece goods, stable in form and tip-resistant
Waste paper
Beverage crates
The support laths (see also par. 5) secure the upper and lower row of crates of first layer and also the lower row of crates in top layer. Necessary additional equipment for loading width of 2.200 mm (e.g. German Brunnenpaletten) single layer: 2 rows Schmitz swivelling distance laths for securing of the lower and upper row of crates.
Beverage transport keg:
Valid for transport of kegs according to German VLB guideline "Ladungssicherung von Getränken", e.g. steel kegs (30 l and 50 l) banded and plastic-coated kegs (30 l and 50 l) not banded.

5 Support laths of wood or aluminum

Configuration and quantity of laths according to following scheme

type	quantity of stanchions	requirement	number of rows of laths (min.)
SCS	3	Code XL	2
		beverage	4
SCS	5	Code XL	0
		beverage	0*
BS	3	Code XL	2
		beverage	2

Remarks:
For SCS with Schmitz Cargobull plank, supporting laths are not necessary.
* For multilayer transport, at least 2 rows of laths are necessary.

6 Summary

The above described vehicle body fulfils the requirements of **DIN EN 12642 Code XL** and **Beverages according to VDI guideline 2700 sheet 12** for payloads up to 27.000 kg.
When stipulations of par. 2 and 3 are fulfilled, the cargo securing for goods described at par. 4 under conditions of par. 5 is assumed by the stability of the vehicle body. Additional load securing methods like lashing down or direct lashing are not necessary.
When the conditions listed before are kept, the vehicle body is able to secure the described cargo items with regard to the requirements of the generally recognised rules of technology - like acceleration values according to DIN EN 12195-1 (Road Traffic), VDI guideline 2700 ff and 3968 ff and the expert reports and certificates based on these generally recognised rules of technology. This confirmation of sufficient securing of the load also takes into account the legal requirements of safety of loads, which are listed in §§ 22 and 23 and also 30 of German StVZO.
For all cases of loading deviating from conditions listed before, additional cargo securing methods according to VDI guideline 2700 ff are mandatory.

TÜV NORD Mobilität GmbH & Co. KG
IFM - Institute for vehicle technology and mobility
Adlerstr. 7, 45307 Essen
Office Hannover
Specialist group Safety of Loads

Hannover, 25.01.2017

Achim PETER, Dipl.-Ing.

Schmitz Cargobull AG
By signing this certificate, Schmitz Cargobull AG confirms, that the structural stability of the vehicle delivered to the customer meets the requirements of the test sample certified by TÜV NORD.

Altenberge,

i.V. Dr.-Ing. A. Istrate