

Classification: Confidentiel Entreprise	Document type : INS - General organization instructions	Manufacturer Code: F6432
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Title : <b>Instructions for inspecting cartransport vehicles to ensure compliance with load securing requirements</b>
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Editor (Name and position):	LOHR Industrie
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**Revision directories**

Hint	Purpose and/or nature of the review	Relevant chapters	Date
-	Creation	All	12 2023
A	Addition of lsc@lohr.fr	Form	02 2024

**External approvals**

Approved by : _____	Approved by : _____
Representative : _____	Representative : _____
Date : _____	Date : _____
Visa:	Visa:

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# Instructions for inspecting cartransport vehicles to ensure compliance with load securing requirements

## 1 Introduction

For the establishment of a certificate of conformity for a car-carrier (or truck-carrier) vehicle with respect to the VDI 2700-8.1 (VDI 2700-8.2) directive, relating to load securing, a first check carried out by the operator or his garage less than 6 months old is necessary.

This document describes the control of the various components of the vehicle, the acceptance criteria and the restrictions on their use.

## 2 Stability of structures.

The intrinsic stability of structures can only be verified by dynamic tests carried out by specialized organizations (TÜV Süd, TÜV Nord, DEKRA, etc.) or by the manufacturer. If the type of vehicle has not been tested, LOHR can position itself on the safety of the structures by analogy with already qualified vehicles; EHR100 classic, EHR200 new, EHR300 new, Performer.... If the analogy is not applicable, a dynamic test evaluation shall be organized. For these tests, the vehicle must be equipped with an anti-rollover system and it can also be attached, at its rear cross member, to a cable of the additional brake system.

The vehicle must have a valid technical control statement.

The structures must have integrity. No pronounced oxidation (perforating rust). No crack through the platform decking (see Fig 1A).



Figure 1A: oxidation passing through the decking



Fig 1B: Drawbar: contact imprint - repaired repainted

No structure which presents a deformation deflection of more than 15 mm.

If the end of the trailer drawbar shows a contact mark (Fig 1B), the drawbar must be inspected. If the drawbar is damaged, it must be repaired. The contact area is repainted.

No leaks from lift cylinders, stacking cylinders or extension cylinders.

No play of more than 5 mm in the mechanical connections: joint, axis of the ball hook (hitch), slide, etc. The wear of the lifting nuts is checked with the appropriate shims.

Presence of all end stops, for example on the K24.

All locking systems provided for lifting systems, stackers, niches and extensions must be functional. The safety pins must be present and functional, for example on the forks of the jacketed cylinders (Fig 2A), locking cable K23 or C36 (Fig 2B), crutch K2 (Fig 2C), etc.



Fig 2A



Fig 2B



Fig 2C

### 3 Friction coefficient of loading platforms

Platforms allowing lashing by strap tension must have a high coefficient of friction ( $\mu_{GRW} \geq 0.4$ ). To obtain this performance, the platform must have reliefs formed by the stampings.

Visually check that the platform stampings exist and that they are not crushed.

If a surface does not have stampings or if two rows of two successive stampings do not have a minimum height of 3 mm (see fig.3), the surface must be repaired, otherwise it must be marked with red paint and it can no longer be used to support a strapped wheel (see fig 4).

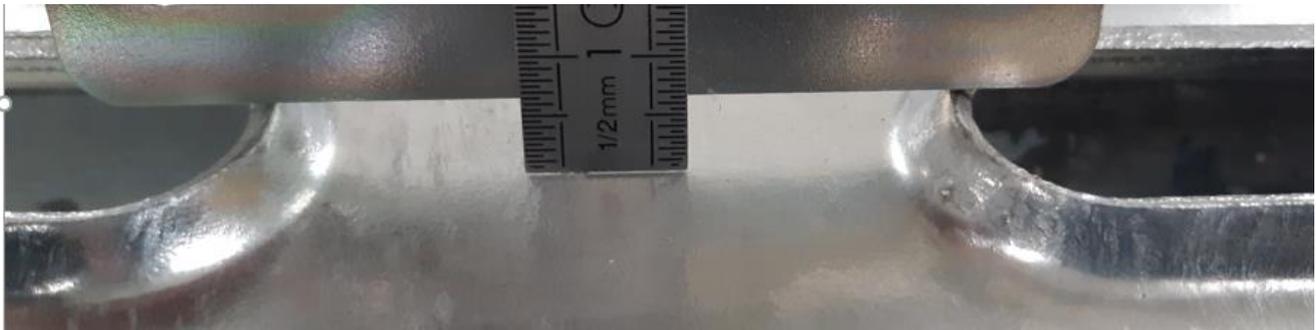


Fig. 3. Control of the height of the height of the stampings



Fig. 4. Surfaces prohibited for supporting a strapped wheel

## 4 Strength of lashing points

The platform tie-down points are used with the strap hooks or the wheel chock hooks.

The strength of the lashing points must be checked with specific tools by specialized organizations (TÜV Süd, TÜV Nord, DEKRA, etc.) or by the manufacturer. If the type of platform has not been tested, LOHR can position itself on its resistance by analogy with already qualified platforms; EHR100 classic, EHR200 new, EHR300 new, Performer.... If the analogy is not applicable, an evaluation by static tests will have to be organized.

Tie-down points remain at the expected strength level as long as they are not damaged.

Hook passage holes which have cracks through the thickness of the sheet must not be used (see Fig 5)

These holes require repair or the peripheral surface must be spray marked red to identify the area as prohibited for fixing.



Fig 5. Cracked hook passage holes prohibited for lashing

Likewise, a hook retaining plate with a reduced section of a width less than 22 mm (see Fig 6) can no longer be used by a hook and it must be repaired, otherwise it marked with red spray paint.

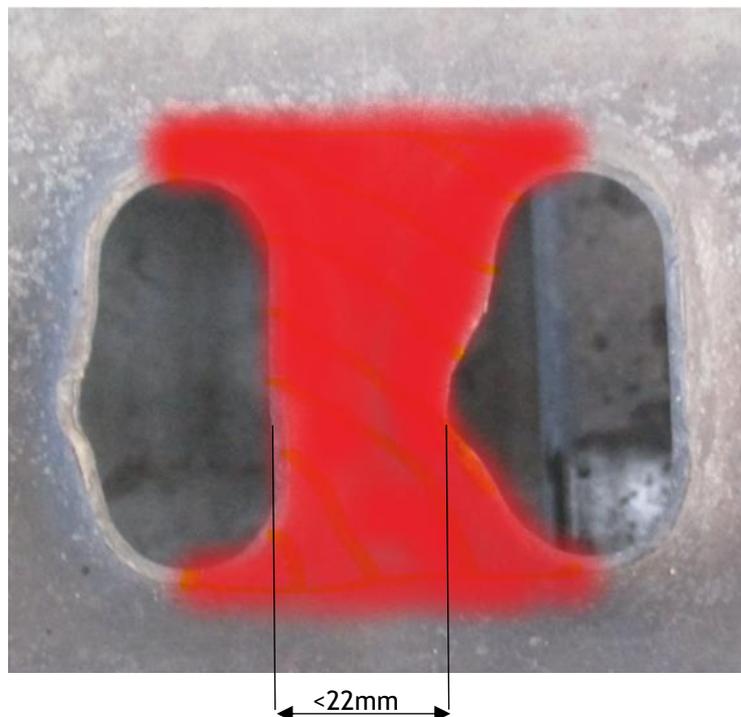


Fig 6. Non-compliant hook retaining plate.

## 5 Wheel chocks

The wheel chocks, in connection with the loading platforms of the LOHR vehicle, shall comply with the requirements of VDI 2700-8.1:2024 for the transport of vehicles up to 4.5 t and having a wheel diameter less than 750 mm. Otherwise, it shall comply with VDI 2700- 8-2:2024 for the transport of vehicles with a mass greater than 4.5t or having a wheel diameter greater than 750 mm.

The wheel chocks must be functional:

No bending deformation of the wheel support face greater than 5 mm (see Fig 7.1)

No flatness defects of the support face of the chock greater than 5 mm (see Fig 7.2)

- No failure, no crack
- No perforating rust.
- Undeformed hooks. The useful length of the hook must be greater than 10 mm (see Fig 8)
- The locking with retaining spring must be functional

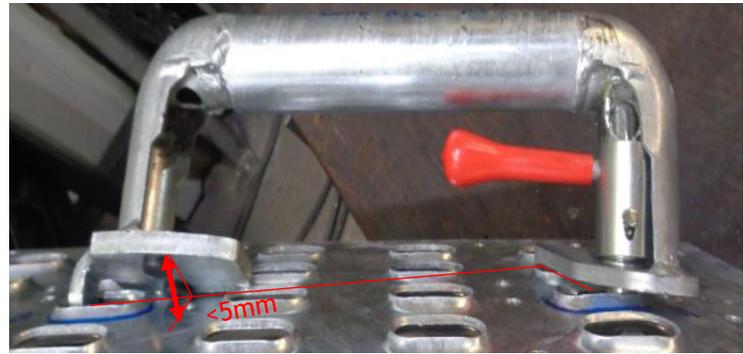
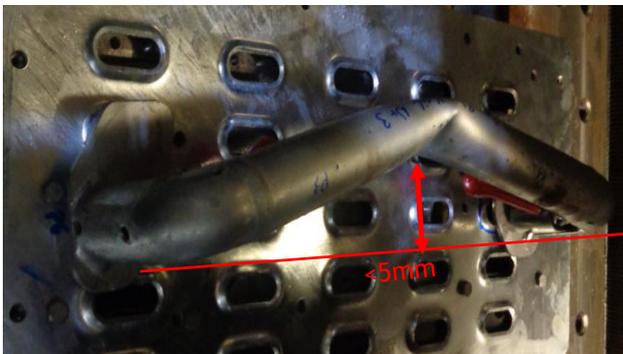


Fig. 7.1 bending deformation surface pneumatic support Fig. 7.2lack of flatness

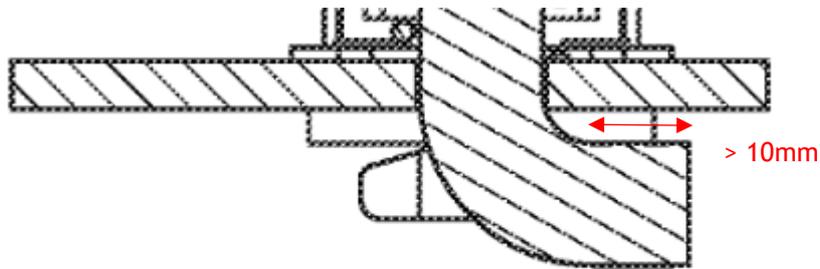


Fig 8. - useful length of the hook

## 6 Lashing devices

The lashing devices shall comply with the requirements of VDI 2700-8.1:2024 for the transport of light vehicles up to 4.5 t or they shall comply with VDI 2700-8-2:2024 for the transport of heavy vehicles.

The textile of the webbing does not show fraying over more than 5 mm across the width (see Fig 9.).



Fig. 9 Frayed Webbing Textile

The label is readable.

The hooks are not bent. The fittings do not show pronounced oxidation (penetrating rust). The locking safety devices are functional. Ratcheting by applying force to the handle is operational.

In terms of dimensions; the opening of the hook at least 28 mm (see Fig 10) and if the hook is made of a single strand, its diameter must not be less than 13 mm (see Fig 10).

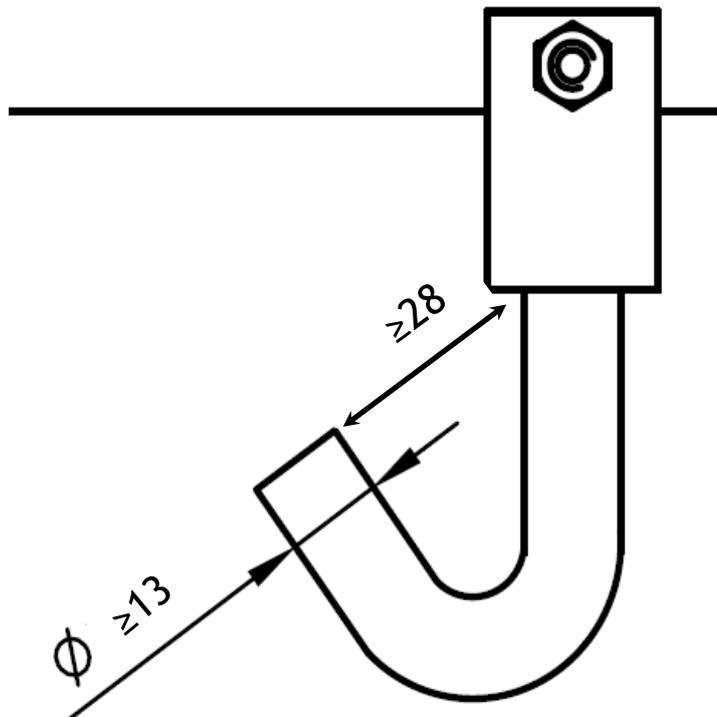


Fig 10 Single finger hook - required dimensions

# Inspection report according to VDI 2700-8 standard

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**Truck chassis number:**

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Registration number: \_\_\_\_\_ Date of first registration: \_\_\_\_/\_\_\_\_/\_\_\_\_

**Trailer chassis number:**

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Registration number: \_\_\_\_\_ Date of first registration: \_\_\_\_/\_\_\_\_/\_\_\_\_

		Comments
Qualified vehicle stability Up to date technical control The structures are intact Presence of all end stops All locking systems are present and functional	OK <input type="checkbox"/> OK <input type="checkbox"/> OK <input type="checkbox"/> OK <input type="checkbox"/> OK <input type="checkbox"/>	
Compliant perforated relief height	OK <input type="checkbox"/>	Number of surfaces prohibited for strapping: _
Qualified platforms Integrated tie-down and hold attachment points	OK <input type="checkbox"/> OK <input type="checkbox"/>	Number of prohibited attachment points: ____
Qualified holds in relation to platforms The wheel chocks are functional.	OK <input type="checkbox"/> OK <input type="checkbox"/>	Number of wheel chocks: _____
Lashing device comply with VDI 2700-8.1(-8.2):2024 requirements The webbings are in good condition	OK <input type="checkbox"/> OK <input type="checkbox"/>	Number of straps: _____

Name, Company and visa of the controller: _____	Date and place of inspection: _____
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Send the document back to LOHR by email : [lsc@lohr.fr](mailto:lsc@lohr.fr)