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**Certificate - Approved load securing system with “Cargo Chock 125”**  
**Load securing of lying paper rolls for road transport**

**Order placement**

Assigned on 06.10.2020 by email	by:	Veltkamp B.V. Mr. Ardi Beers Witte Paal 28-30 NL-1742 NL Schagen
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**Technical regulations and standards fulfilled**

VDI 2700:2004 „Securing of loads on road vehicles“  
VDI 2700, part 9:2006 „Securing of hard paperrolls“  
DIN EN 12195-1:2011 „Calculating lashing and securing forces“  
DIN EN 12642:2017 Appendix B „Dynamic driving test“

**Test series**

Series of tests – calculated/dynamic:	Test of 0.5 g sideways and backward and up to 0.8 g forward in the direction of travel $1\text{ g} = 9.81\text{m/s}^2$
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The certifications and certified loading and securing methods were carried out in dynamic test series on December 8, 2020 in accordance with DIN EN 12642:2017, appendix B, DIN EN 12195-1:2011 and VDI 2700 (see above), in Luebeck (Germany).  
Contrary to the german VDI guideline 2700, part 9, the wedges are not firmly connected to the loading floor.

**1 Loading units**

- Paper reels lying single or double and parallel to each other with their longitudinal axle in the direction of travel with or without tight fit (form- locking) towards the front and back.

Dimensions per Reel:

Diameter:	up to approx. 1.500 mm
Width:	up to approx. 4.500 mm (with 2 Cargo Chocks 125 on each side)
Weight:	up to approx. 5.500 kg (with 2 Cargo Chocks 125 on each side)

## 2 Vehicles

### 2.1 Equipment and requirements for the vehicle

- Sliding tarpaulin structure or box body with torsion-resistant chassis pursuant to DIN EN 12642 Code L, preferably pursuant to DIN EN 12642 Code XL Appendix A and/or B.
- Vehicle loading floor dry, clean, swept and ice-free, strength pursuant to DIN EN 283.
- Lashing equipment in accordance with DIN EN 12195-2 LC  $\geq$  2.500 daN,  $S_{HF} = 50$  daN,  $S_{TF} \geq 500$  daN.
- Sufficient number of lashing points in accordance with DIN EN 12640 with a strength of LC  $\geq$  2.000 daN.
- Anti-slip materials (ASM) with a sliding friction coefficient  $\mu \geq 0,65$  (materials: Reels / ASM / loading floor) and a thickness of  $\geq 6$  mm (or 2 pieces x 3 mm). Dimensions 800 x 150 mm.
- The permissible axle loads and total weights are to be observed.
- Cargo securing is to be checked after sudden decelerations (braking) and/or evasive maneuvers.

### 3 Description of the Cargo Chock 125

- Cargo Chocks 125 made of multiple (4 pieces) bolted sections.
- Dimensions of the Cargo Chocks 125 (LxWxH): 380 mm x 97 mm x 180 mm.
- The two outer sections have a thickness of 20 mm.
- All sections are bolted together with 5 bolts M8 – 8.8.
- The Cargo Chock 125 has got a groove (depth 3 mm) at the bottom, which is necessary for the lashing belt. The only permissible lashing belt is supplied with the Cargo Chock 125. This lashing belt can be identified by the blue label containing the certificate numbers 226/35527/1825723331 and 423/3226/1825723331.
- Layout/construction according to the photos and drawings from 08.12.2020 and 10.12.2020
- The Cargo Chocks 125 and lashing belt must be undamaged.





Image 1: Side view of the Cargo Chock 125



Image 2: Isometric view of Cargo Chock 125

Image 3: Bottom of the Cargo Chock 125. You can see the groove (depth 3 mm) which is necessary for the lashing belt.



#### 4 Loading and load securing of lying paper reels

- Lying loading of single or double paper reels, placed parallel, in the middle of the vehicle's longitudinal axle.
- Positioning of the reels against one other is required, when the reels are lying double parallel on the loading floor.
- Stacking is not permitted.
- A direct contact of the reels to the headboard is not required.
- To secure in the transverse direction, at least two Cargo Chocks must be used on each side. These are connected to each other by using a polyester lashing belt made of chemical fibers.
- The Cargo Chocks 125 are to be positioned approximately 25 cm of the reel ends in a form fit manner to the reels.
- Loading procedure:
  1. Position the Cargo Chocks 125 on one side, on a piece of ASM 3 mm full surface contact.
  2. Connect the lashing belt to the Cargo Chock 125 and position the lashing belt without any twists and/or knots on the loading floor in traverse direction.
  3. Place the ASM with a thickness of  $\geq 6$  mm on both sides next to the polyester lashing belt. It is permissible to place two ASM (e.g. 3 mm thick) on top of each other.



4. Place ASM with a thickness of 3 mm in the middle of the reel in traverse direction or at a distance of approx. 1 m.
  5. The reels need a form-fit manner to the Cargo Chocks 125. In order to prevent uncontrolled movement of the reel, a triangle chock must be used during loading and unloading to secure the operators safety.
  6. Position the Cargo Chocks 125 on the opposite side. The lashing belt is guided along the bottom of the Cargo Chock 125 and looped through the two bolts (see image 6).
  7. Position ratchets tie down over the reels, number of ratchets according to table 1 below.
- Depending on the weight (see table 1), the reels must be secured with ratchets tie down, in accordance with DIN EN 12195-2, with LC = 2,500 daN and a pretension force of  $S_{TF} \geq 500$  daN. The lashing belts must be distributed evenly over the entire loading length.

Table 1: Necessary and exemplary load securing depends on the weight of the reels

Total (combined) weight	Number Cargo Chocks 125	Number ASM per reel	Number of Ratchets tie down*
≤ 4.400 kg	2 on each side	4 x 6 mm + 1 x 6 mm*	2
≤ 5.000 kg			3
≤ 7.500 kg			4
≤ 10.000 kg			5
≤ 11.000 kg			6
≤ 16.000 kg	3 on each side	6 x 6 mm + 1 x 6 mm*	8

\*Attention: Place ASM with a thickness of 6 mm in the middle of the reel in traverse direction or at a distance of approx. 1 m. To achieve a thickness of 6 mm, two ASM with 3 mm can be placed on top of each other. The actual number of lashing devices also depends on the lashing angle. This must be taken into account in the calculation. At a lashing angle  $\leq 60^\circ$  the number of lashing devices must be adjusted in accordance to the DIN EN 12195 and/or VDI 2700.

- The lashing belt must run freely under the reels and Cargo Chocks 125 in any case and can be tightened without resistance. This means that at least ASM with a thickness of  $\geq 6$  mm is required. Alternatively two ASM (thickness e.g. 3 mm) can be placed on top of each other.

Image 4: Example of laying the ASM on the loading floor. The ASM must be positioned parallel next to the lashing belt observing a void between the lashing belt and the ASM.





Image 5: ASM must be applied underneath the Cargo Chock 125.



Image 6: Mounting of the lashing belt to the Cargo Chock 125.  
The Cargo Chock 125 must be positioned directly to the reel with a form-fit manner.  
The lashing belt is guided along the bottom of the Cargo Chock 125 and looped through the two bolts. The blue label on the belt facing upwards.



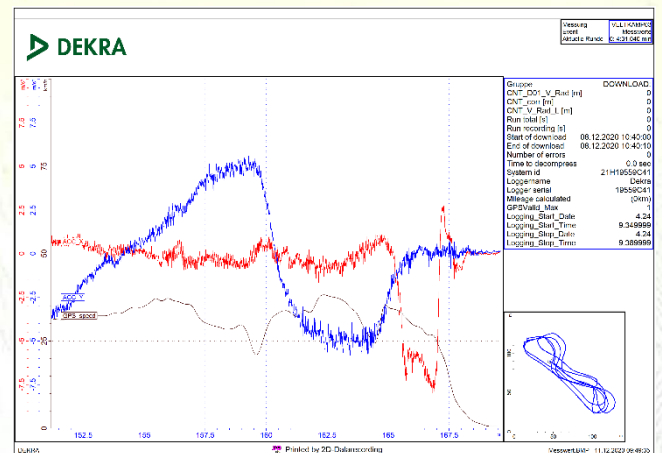
Image 7: Side view of a secured single lying positioned reel with a total weight  $\leq 5.000$  kg.



Image 8: Side view of two secured parallel positioned reels with a total weight  $\leq 10.000$  kg.

Image 9: Side view of two secured parallel positioned reels with a total weight  $\leq 10.000$  kg.





## 5 Instructions & Stipulations

This certificate serves as a handling and operating instruction for the certified loading units in the tested form and for their loading and securing variants. It expires upon the coming into force of new statutory provisions, alterations of key components of the packing, loading and securing regulations. Fundamental changes or new developments of the packing, loading and securing variants must be subject to recertification by DEKRA Automobil GmbH.

The certified additional cargo securing systems and devices such as polyester lashing belts are in line with guideline VDI 2700 and DIN EN 12195-1 to be subject to renewed annual inspection, for example when the vehicle undergoes the main inspection carried out by DEKRA Automobil GmbH in accordance with Section 29 of the Road Traffic Licensing Regulations, undergoes inspection by the manufacturer or by persons authorised by him.

It is essential to observe and follow the accident prevention regulations of the German Social Accident Insurance Regulation 70 when conducting loading operations.

This certificate comprises 7 pages and must be complete to be valid.

**6 Co-Applicable Documents**

DEKRA Expert  
Volker Dührkoop

Certificate-No.: 423/3226/1825723331



Lübeck, 04/07/2024

Place, date

Stamp and signature