



EN 12642-XL

Load Containment Standard

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What is Positive Fit?

Any gap between the load and the side curtains must not exceed 80mm. The load must be positioned up to the front bulkhead and the rear of the load must be restrained with a net or other means to prevent rearward shift if there is any space remaining at the rear of the body.

The EN 12642-XL Standard

Under new advice issued by the DVSA in September 2014, vehicles built with the European standard EN 12642-XL are now 'deemed to comply' with the DfT Code of Practice, '*Safety of Loads on Vehicles*', provided that the goods are loaded with a positive fit (see left).

Manufactured by: DON-BUR (Bodies & Trailers) Ltd,
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THIS VEHICLE BODY COMPLIES WITH THE STANDARD

EN 12642-XL

YEAR OF MANUFACTURE - 2015

Within the '*Safety of Loads on Vehicles*' document, it states:

"...the combined vehicle strength of the load restraint system must be sufficient to withstand a force not less than the total weight of the load forward, so as to prevent the load moving under severe braking, and half of the weight of the load backwards and sideways."

Before this change in policy, vehicles built to the EN 12642-XL standard were not 100% compliant. However, under the new guidance, additional internal load restraint systems are no longer a necessity, as the combined strength of the body and curtains is deemed sufficient to contain the load.

Despite this, operators are not recommended to treat EN 12642-XL as the 'be all and end all' of load security, because it is simply a 'load containment' standard. Load restraint is an entirely different approach and remains the preferred option. Herein lies the reason for the caveat.

If your goods are not loaded with a positive fit at all times (particularly common in multi-drop operations), it is paramount that your vehicle is fitted with a DVSA approved load restraint system, such as Don Bur's own "LoadFix" system[†].

[†] Separate "LoadFix" brochure available.

EN 12642-XL Accreditation Process

To achieve the EN 12642-XL standard, the load bearing capability of a vehicle must be tested. This can be determined using one of two test types: Static or Dynamic.

Don-Bur has opted for the dynamic test as it more closely matches the minimum requirement laid out in the DfT Code of Practice, '*Safety of Loads on Vehicles*'.

The test comprises four individual sections:

1) Testing Brake Deceleration In Longitudinal Direction

The vehicle is required to travel at a speed of at least 35 km/h over a ground sleeper, one vehicle length before the beginning of the deceleration. After which case the vehicle is then subject to a full braking action, which generates a force of 0.8G.

2) Test Of Transverse Acceleration

For this test the vehicle is required to travel at a constant speed, of at least 30 km/h, around the length of a semicircle (set at a specific radius). With the use of an auxiliary support axle on the side of the vehicle, the required speed can be achieved. This generates a force of 0.5G

3) Change Of Lane Test With Transverse Acceleration On Both Curves

For this test the vehicle is required to travel at a constant speed of at least 30km/h along a curve to the right and, immediately after this, along a curve to the left. On exit from the last semicircle, the vehicle is then subject to a full braking action.

4) Test Of Reverse Acceleration

For this test the vehicle is required to travel at its maximum reversing speed, after which case the vehicle is then subject to a full braking action, which should generate a force of 0.5G.

The vehicle to be tested should be loaded with unrestrained cargo units that lose their stability under the effect of transverse acceleration.



Don-Bur EN 12642-XL Vehicles

As of 2015, Don-Bur is accredited with building the following vehicle bodywork to the EN 12642-XL standard:

Rigid Bodywork



Urban Trailer



Standard 13.6m Trailer



Double Deck Trailer



Teardrop Trailer



Thank You

If you have any questions about this document, or would like to discuss your operational requirements, please call the Don-Bur sales department on 01782 599 666



Established in 1981, the Don-Bur Group has become internationally recognised for its innovative development of trailers and rigid vehicle bodies, designed to minimise operational costs and increase efficiency.

Don-Bur has committed to research and develop solutions with primary focus on aerodynamics and optimum utilisation of available cubic capacity.

Based in Stoke-on-Trent in the West Midlands, Don-Bur has a 500 strong flexi workforce and generates a group annual turnover of £50 million. Vertically integrated divisions include an 18 acre primary manufacturing site, curtains and load restraint division, graphics house and two after-sales service sites (repair, servicing, refurbishment and ATF Station).

The comprehensive structure provides a complete and fully accountable solution for clientele, catering for all commercial vehicle needs throughout their lifespan.