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BSI Standards Publication

**Intermodal loading units and commercial
vehicles — Lashing points for cargo securing —
Minimum requirements and testing**

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National foreword

This British Standard is the UK implementation of EN 12640:2019. It supersedes BS EN 12640:2001, which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee TW/1, Freight containers and swap bodies.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

© The British Standards Institution 2019
Published by BSI Standards Limited 2019

ISBN 978 0 539 01816 5

ICS 55.180.99; 43.080.10

Compliance with a British Standard cannot confer immunity from legal obligations.

This British Standard was published under the authority of the Standards Policy and Strategy Committee on 31 December 2019.

Amendments/corrigenda issued since publication

Date	Text affected
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EUROPÄISCHE NORM

December 2019

ICS 55.180.99

Supersedes EN 12640:2000

English Version

Intermodal loading units and commercial vehicles - Lashing points for cargo securing - Minimum requirements and testing

Ladungssicherung auf Straßenfahrzeugen - Zurrpunkte
an Nutzfahrzeugen zur Güterbeförderung -
Mindestanforderungen und Prüfung

This European Standard was approved by CEN on 23 September 2019.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

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European foreword

This document (EN 12640:2019) has been prepared by Technical Committee CEN/TC 119 "Intermodal Loading Units and Cargo Securing (ILUCS)", the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by June 2020, and conflicting national standards shall be withdrawn at the latest by June 2020.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN 12460:2000. The main technical changes are:

- a) in clause 3, the terms and definitions were updated;
- b) in clause 4, the following content was added:
 - vehicles GVM under 3.500 kg;
 - lashing angles were updated;
 - defined reference hook;
 - strength of lashing points updated;
 - number and arrangement of lashing points updated.
- c) in clause 5, verifications were updated;
- d) in clause 6, testing was updated;
- e) in clause 7, marking was updated;
- f) the following clause and Annexes are new:
 - clause 8;
 - Annex A;
 - Annex B.

Annex A is normative and Annex B is informative.

According to the CEN-CENELEC Internal Regulations, the national standards organisations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

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1 Scope

This document specifies the minimum requirements and test methods for lashing points for cargo securing on commercial vehicles and intermodal loading units for cargo transport.

This document does not apply to:

- Vehicles and intermodal loading units manufactured before publication of this standard;
- Vehicles and intermodal loading units designed and constructed exclusively for the transport of bulk materials;
- Vehicles and intermodal loading units designed and constructed exclusively for the transport of specific cargo with particular securing requirements;
- Vehicles (delivery vans) in conformance to ISO 27956;
- ISO series 1 freight containers.

2 Normative references

There are no normative references in this document.

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <https://www.electropedia.org/>
- ISO Online browsing platform: available at <https://www.iso.org/obp>

3.1

CTU

Cargo Transport Unit

commercial vehicle and intermodal loading unit

3.2

cargo securing devices

components, which are form-fit, and / or force-fit acting in combination with the cargo and the vehicle or the vehicle structure (e.g. plug stakes/ stanchions, transverse beams, wedges)

3.3

lashing angles

3.3.1

longitudinal lashing angle β_x

angle between lashing device and longitudinal axis (x-axis) of a CTU in the plane of the loading area

Note 1 to entry: See Figure 1.