

Svensson Bolennarth

Ämne: VB: Maxumum technical allowable mass.

R55_04_12

Från: Westphäling, Jürgen [<mailto:Juergen.Westphaeling@tuev-sued.de>]

Skickat: den 28 januari 2013 12:37

Till: Svensson Bolennarth

Ämne: AW: Maxumum technical allowable mass.

Dear Bolennarth,

i just thought about this, but i think for heavy duty vehicles will be adapted not only the reference total weight of the truck and the combination, but also the D-value formular itself.
May be we will introduce a Dh-value, where the calculation basis has to be detailed anyway.

For normal combination our proposal for 32t seems to be o.k.

regards

Jürgen

Mit freundlichen Grüßen / Kind Regards

Jürgen Westphäling

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Von: Svensson Bolennarth [<mailto:bolennarth.svensson@vbggroup.com>]

Gesendet: Montag, 28. Januar 2013 08:58

An: Westphaling, Jürgen

Betreff: Maxumum technical allowable mass.

Dear Jürgen,

I was just made aware of the fact that many trucks have extreme maximum allowable technical mass, e.g. 41 tonnes on three axles and 59 tonnes on 5- axles. In this context the 32 tonnes rule for dimensioning of trailer coupling equipment may look a bit strange. You may conclude that such vehicles may not go out on the road without exemption. Towards this background perhaps we should consider a proposal to use the maximum allowable mass running on the road rather than the maximum technical allowable mass in the dimensioning formulas in the regulation 55.

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