



## Frequently Asked Questions

### Application of the new Guideline 2700

#### Is the VDI Guideline approved by the German government?

The VDI Guideline 2700 does not need to be approved by the German government. It is not a law, but it can be regarded as a generally accepted “rule of technology” within the meaning of Section 22, Paragraph 1, Sentence 2 of the German Road Traffic Act (StVO). It can be assumed that the guideline is interpreted as such in this context, even though it is not legally binding. (StVO, Road Traffic Act):

*“The load, including load securing devices and loading equipment, must be stowed and secured in such a way that they cannot slip, fall over, roll back and forth, fall down or generate avoidable noise, even in the event of emergency braking or sudden evasive manoeuvres. The recognised rules of technology must be observed.”*

Recognized rules of technology include EN norms, as well as the Guidelines of the Association of German Engineers (VDI), such as the VDI Guideline 2700.

#### Being a carrier who does not operate from/to/through Germany, but on the other hand I load at OEMs who require vehicle securing procedures according to the new VDI 8.1 standard – what document (certificate?) will I need to provide the driver?

If you are not operating in Germany, this guideline does not apply. If your customer requests the application of the standard, please review your contract governing the bilateral relationship to determine whether the latest edition is included. You may verify whether additional costs incurred due to the guideline can be claimed.

#### Based on what will the police make the inspection?

It can be assumed that road checks according to the new guidelines will be conducted nationwide starting in 2025, and that the VDI Guideline 2700 will be interpreted as a “rule of technology” (Parts 8, 8.1 for cars & LCVs, and 8.2 for high & heavy cargo).

#### Will the Guideline be applicable also for the simple car trailers (like PAK Anhängenwagens)?

It will also apply to them, and they will also need to obtain the certificate.

### Certification

#### Who is issuing the certificate for the vehicle transporter?

In most cases, the certificate is issued by the body builder. Please reach out to your body builder directly to obtain the specific information.

#### What steps does a transport company need to take in order to obtain the certificate?

The certificate is not automatically provided by the body builders; transport operators must request it.

To obtain the certificate:

1. First, a self-inspection must be conducted by a technical expert if there is a workshop within the owner's organization. Otherwise, the owner can contact an external qualified company. The inspection should be carried out based on criteria provided by the body builder.
2. The documentation, including the self-inspection and the technical compliance report for VDI 2700, must then be submitted to the body builder, who will issue the certificate upon receipt of payment from the owner.

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**Is it possible to automatically issue the certificate for new vehicles?**

Certificates are issued by the body builders only upon request from the customer. The new VDI rules apply only to trucks that transit, load, or unload in Germany. Since this does not apply to all trucks, the certificate is not issued automatically.

**We operate a fleet of trucks that are not manufactured by any of the major mainland European body builders, but rather from the UK. How should we proceed in this case?**

The certification should be requested from the body builder, as they are the primary point of contact for obtaining the correct information regarding the certificate.

**We operate a fleet of older trucks (before 2012). How to obtain their certificate?**

Most of the body builders have homologated their current and latest models and can issue a certificate for them. However, for models manufactured before the cut-off date set by some of the body builders (typically 2012), such a certificate cannot be issued without conducting specific tests and making necessary adjustments to the trailer for certification. For older trucks, the body builder must be contacted directly.

**If I have a trailer that is older than 2012, does this mean I can no longer operate it?**

It is not the production year that matters, but whether the trailer complies with the new VDI guidelines and whether the body builder can issue a corresponding certificate. Therefore, it is important to first clarify this with the body builder.

**Who will be responsible for ensuring the annual certification: the body builders or a certification company?**

It is not an annual certification, but an annual inspection. This can be carried out by your in-house workshop, the body builder, or a certification company.

Once issued, the certificate remains valid as long as the structure of the car transporter remains unchanged or until the VDI Guideline 2700 is updated.

**As a foreign company, would we need to go to TÜV every year for an inspection? How does this process work, and does the vehicle need to be loaded for the inspection?**

The vehicle transporter has to be inspected annually. For this the trailer doesn't have to be loaded, as this is an inspection of the car transporter itself and the securing equipment. There is no obligation to go to a certification company.

**If the certificate is only required for operations in and through Germany, is the shipper (where the cars are loaded) responsible for ensuring that the lashing and chocking meet German standards? We often don't know the route the truck will take after loading.**

The responsibility for proper and legal cargo securing generally lies with the transport company.

**Are certificates for each trailer communicated to any German authorities?**

No, they are not communicated to any German authority.

## Checks at factory and roadside controls

**How flexible are the OEMs in accepting a transition period?**

Some OEMs are more demanding than others. It is important to review the bilateral contract and the service level agreement with the OEM.

**What will a roadside check by the German police involve? Will they verify the certificate and approval label? Will someone physically inspect the deck? How long will the process take?**

If it is assumed that the new guideline will be interpreted as a "rule of technology" under the German Road Traffic Act (StVO), the inspections will be conducted accordingly. The roadside inspection by the police may involve verifying the certificate of the truck. This certificate should include the correct identification number and reference VDI Guideline 2700, Part 8. This is crucial, as Part 8 outlines requirements for the vehicle carrier, while Part 8.1 simply indicates that the truck is used to carry cars and LCVs. In addition, the police may check the vehicle securing and the lashing straps used. The lashing straps should display the ETA value, as required by the new guideline.

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The body builders emphasise that the most important factors to be compliant are the following:

- Load securing applied according to the new rules;
- The right equipment is used (belts, chocks);
- Certificate is in order;
- Drivers need to know the new rules.

## Equipment

### **Do the lashing belts and chocks need to be approved by the body builders?**

Yes, the trailer should only be equipped with materials that have been approved by the body builder. Official information, such as references or a list of approved equipment providers, should be obtained directly from the body builder.

### **Are the straps EN DIN 12195-2 compliant with all structures?**

Yes, they are compliant with all trailer superstructures.

**The new VDI guideline states: “It is possible to use removable controllers (adapters) to adapt the controller to different tire sizes.” Based on this, we have started using adapters to extend the anti-slip section. However, some German authorities and auditors argue that this is not acceptable, as it results in the anti-slip part being in two pieces. What is the acceptable practice in this case?**

It is acceptable to use straps in two parts, but they must come from the same equipment manufacturer.

### **Is it necessary to use T or S hooks for a vehicle with a weight category over 1500 kg or is classical bent hook is approved?**

Please contact your body builder provider to check which hooks are approved.

### **Do companies have to have the belts checked yearly?**

Yes, the lashing belts are part of the annual inspection.

### **What belts need to be used for cars with different weight categories?**

The 330 DAN (STF) lashing belt can be used for vehicles up to 4.5 tonnes.

For the heavy vehicles above 4.5 tonnes a lashing belt with 500 DAN (STF) has to be used.

### **If there are existing lashing straps that comply with the guideline but do not have the ETA value printed on them, what should be done?**

Lashing belts without the ETA value do not comply with the new guideline. As a possible solution, the belt manufacturer can be contacted to provide certification that the belt meets the requirements of the new guideline.

### **How should the first car be loaded onto the top deck? Lashing in this position could pose a health and safety risk to the driver.**

The first car on the top deck has to be lashed as per Part 8.1 of the Guideline. On page 18, loading pattern 3 needs to be used for this: it consists of lashing only the two rear wheels of the forward-loaded vehicle so this is a safe option. This lashing can be applied up to 2 tonnes of vehicle weight.

## Information on the new rules

### **Is ECG's Operations Quality Manual planned update reflecting new issue of VDI 2700?**

ECG aims to establish uniform standards across Europe, with safety as the top priority, while avoiding unnecessary and ineffective regulations. Whether the VDI guidelines, in their current form and in parts, need to be adopted will need to be proven in practice and will be clarified at a later stage.

### **Do the body builders plan to have some 24h helpdesk to support the new rules?**

Contact your body builder sale representative with any questions.

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