

ICS 43.080.10

CCS T 70



**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 39037.2-2020

**Lashing and securing arrangements on road vehicles for sea
transportation on Ro/Ro ships--General requirements - Part 2:
Semi-trailers**

Issued on: July 21, 2020

Implemented on: February 1, 2021

**Issued by: State Administration for Market Regulation, China National
Standardization Administration**

Table of Contents

1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Securing point requirements	2
5 Support frame requirements	5
6 Marking, marking and labeling requirements	6
7 Auxiliary design requirements	7
Appendix A (informative appendix) securing points and bolting devices on deck	9
Appendix B (informative appendix) Alternative securing arrangements for semi-trailers ...	10
Appendix C (informative appendix) Relevant tips for reducing damage during transportation	13

Foreword

GB/T 39037 "General Requirements for the Arrangement of Securing Points and Securing Facilities of Road Vehicles Used for Sea Ro-Ro Ship Transport" is divided into 2 section.

---Part 1.Trucks and automobile trains, except semi-trailers;

---Part 2.Semi-trailer.

This part is Part 2 of GB/T 39037.

This section was drafted in accordance with the rules given in GB/T 1.1-2009.

This part uses the redrafting law to amend and adopt ISO 9367-2.1994 ``Road vehicle securing points and systems used for sea ro-ro ship transportation.

General Requirements for Arrangement of Fixed Facilities Part 2.Semi-trailer.

Compared with ISO 9367-2.1994, this part has the following structural adjustments.

---Adjusted 4.3.1 and 4.3.2 of the international standards, and adjusted the technical content to 4.3.1~4.3.4 of this part;

---Adjusted 4.6.2, 4.6.3 in the international standards, and merged the technical content as 4.6.2 of this part;

---Adjusted the order of Chapter 8 in the international standard as 6.3 of this part;

---Adjusted the order of 7.2 in the international standard as 7.3 of this part;

--- 7.3 in the international standard is deleted;

---Adjusted the order of Appendix B and Appendix C in this part of the international standard;

---Adjusted Figure B.4 and Figure B.6 in the international standard, merged as Figure C.4 of this part, and modified the numbering sequence of subsequent figures.

The technical differences between this part and ISO 9367-2:1994 and the reasons are as follows.

---Regarding normative reference documents, this section has made adjustments with technical differences, and the adjustments are concentratedly reflected in Chapter 2 "Regulations"

The specific adjustments are as follows.

* Replace ISO 3833:1977 (see Chapter 3) with GB/T 3730.1 modified to adopt international standards;

* Delete ISO 1726:1989.

---The definition of securing facilities and support frame was added, the definition of semi-trailer was deleted, and the meaning of related terms was clarified;

---Modified 4.6.3 of the international standard, added unloading after loading for 10 minutes, adjusted to 4.6.2 of this part, to facilitate the standard clauses

Good implementation;

---Deleted the requirements for multiple traction pins in Chapter 5 of the international standard, increased the relevant requirements for the design of the support frame, and modified the corresponding

Chapter name, the main reason is that my country's laws and regulations do not allow related structures and emphasize the importance of supporting frames;

---Modified the content of 7.1 in the international standard, deleted the relevant requirements of tractors, and split them into 7.1 and 7.2 to facilitate better standards

The implementation of;

--- 7.3 in the international standard has been deleted, and the relevant requirements are not compatible with the development trend of domestic semi-trailers;

---Modified 7.5 and 7.6 in the international standard, and added the text description in Figure 10 in the international standard to make the requirements more clear;

--- 7.7 was added, and Appendix B of the international standard was quoted from it. The

relevant requirements are more clear, and it meets the requirements of standard compilation.

This section also made the following editorial changes.

---Modified the relevant expression in the picture;

---Modified the reference position of the appendix.

This part was proposed by the Ministry of Industry and Information Technology.

This part is under the jurisdiction of the National Automotive Standardization Technical Committee (SAC/TC114).

Drafting organizations of this section. Highway Research Institute of the Ministry of Transport, Beijing Zhonggong Gaoyuan Automobile Testing Co., Ltd., China National Heavy Duty Truck Group

Island Heavy Industry Co., Ltd., China Automotive Engineering Research Institute Co., Ltd., and Research Institute of Transportation, Ministry of Transport.

1 Scope

This part of GB/T 39037 specifies the requirements for securing points, markings, markings and signs for semi-trailers, as well as supporting frames and auxiliary safety

Claim.

This part applies to semi-trailers transported by sea ro-ro ships.

2 Normative references

The following documents are indispensable for the application of this document. For dated reference documents, only the dated version applies to this article

Pieces. For undated references, the latest version (including all amendments) applies to this document.

GB/T 3730.1 Terms and definitions of automobile and trailer types (GB/T 3730.1-2001, ISO 3833.1999, MOD)

3 Terms and definitions

The following terms and definitions defined in GB/T 3730.1 apply to this document.

3.1

Ro-on/ro-off(RO/RO)ship

The hull is open or closed and consists of one or more decks, usually without lateral

partitions. Usually the deck covers the whole ship

Length, the deck is equipped with the securing facilities mentioned in Appendix A, and the cargo can be loaded onto the ship by slope or hoisting.

Note. The goods include.

---Powered road transport vehicles, including tankers, semi-trailers, full trailers, wheeled box pallets and similar cargo transport units.

---The unit loaded on the dock tractor to move between the ship and the dock.

3.2

Lashingpoint

It is fixed on the semi-trailer transported by the ro-ro ship and is used to connect with the bolting device on the ro-ro ship to connect the semi-trailer to the deck of the ship.

Fixed device.

3.3

Securingequipment

A device located on a ro-ro ship or a semi-trailer and used to fix the semi-trailer to the deck of the ship.

Note. The securing facilities include securing points, support frames, binding chains, wire ropes, etc.

3.4

Support frame trestle

A type of securing facility, placed between the first pair of securing points and the second pair of securing points of the semi-trailer transported by the ro-ro ship, used to support the semi-trailer

Bracket.