REMSA

STANDARD FOR

THE LIFT & TOW OF CASUALTY VEHICLES

STANDARD ADOPTED 6th SEPTEMBER 1989

FOR IMPLEMENTATION 1st JUNE 1990

Recovery Equipment Manufacturers & Suppliers Association

This **REMSA** standard has been written and agreed upon by the members of **REMSA**.

Only members of **REMSA** who have been inspected and accepted as having products that are properly tested and certified are accepted as members of the **REMSA** Association.

Only bona fide **REMSA** members can use the identification plate on their product indicating that the equipment meets **REMSA** approval.

A list of **REMSA** members is available on request at the address given below.

REMSA

THE LIFT AND TOW OF CASUALTY VEHICLES

OBJECTIVES

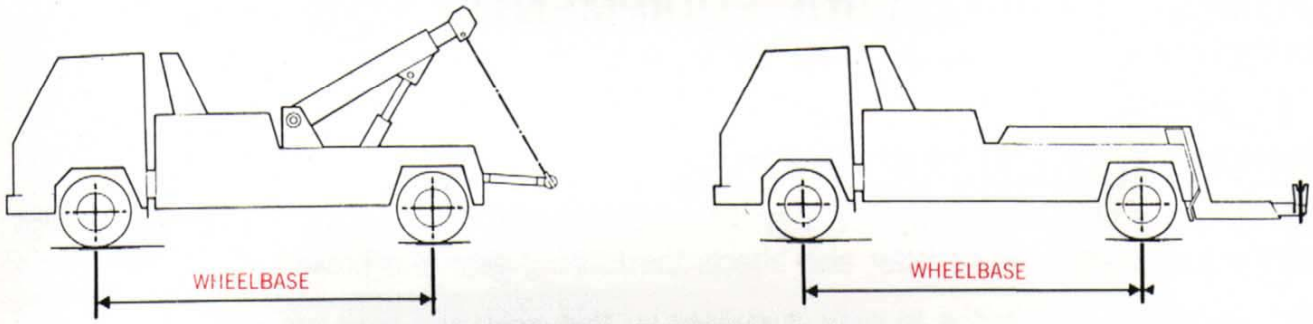
The purpose of this standard is to establish, between responsible manufacturers, a common method of rating recovery vehicles involved in lifting and towing.

By agreeing to rate and test the lifting and towing abilities of recovery vehicles according to this standard, the aim is to provide the purchaser with equipment which has a meaningful rating, able to carry out the work intended safely and reliably.

DEFINITIONS

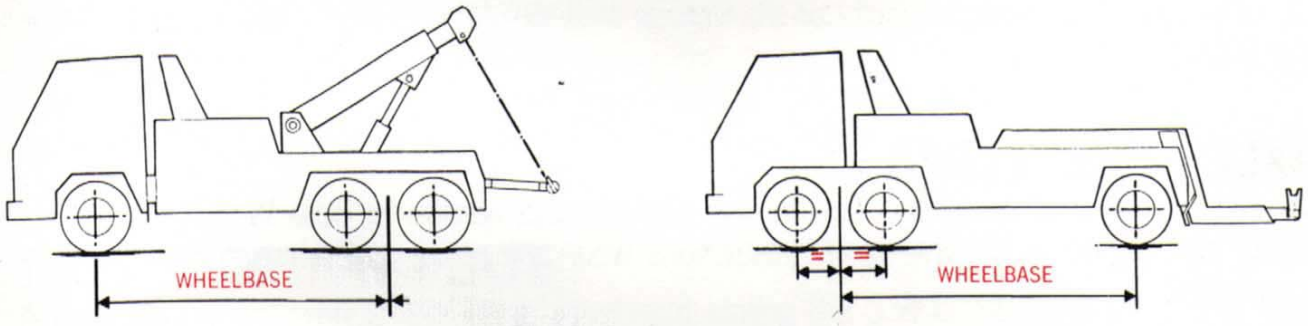
WHEELBASE

1. Two axled chassis



The distance between the front axle centre and the rear axle centre.

2. Three axled chassis



The distance between the centre line of a pair of axles and the axle centre of the remaining axle.

3. Multi axled chassis

The distance between the centre line of one group of axles to the centre line of the remaining axle or group of axles.

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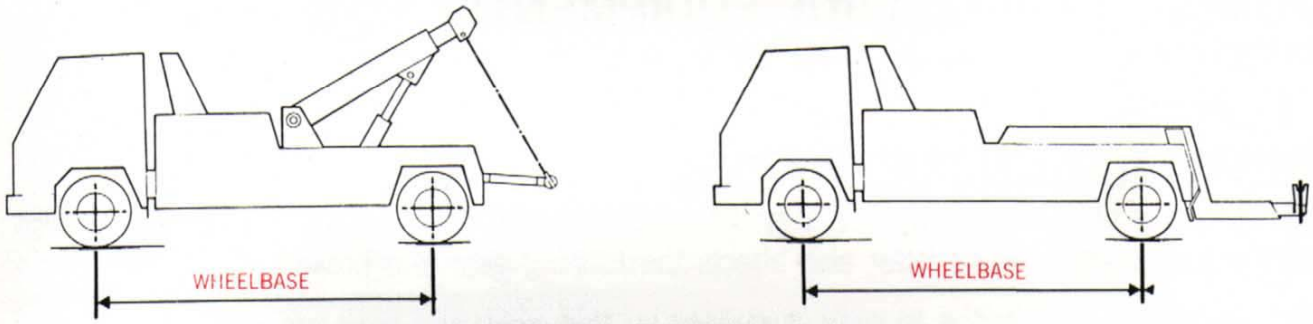

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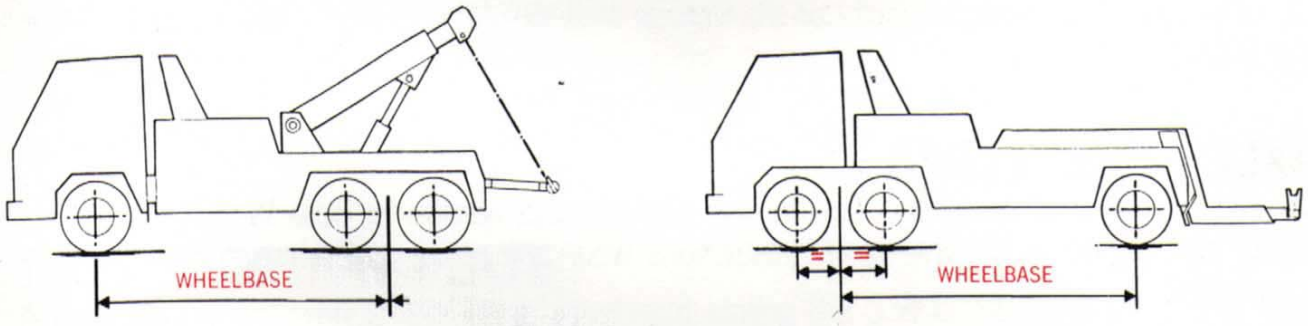

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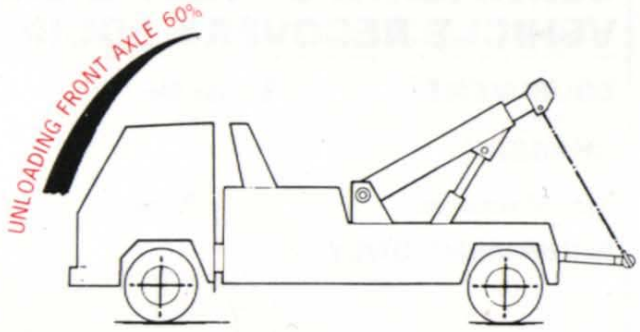
The distance between the centre line of one group of axles to the centre line of the remaining axle or group of axles.

The safety devices shall be of sufficient strength to be compatible with the lift and tow capacity of the equipment.

TESTING

The equipment must first be tested to a load 25% greater than the S.W.L. In the case of the S.W.L. exceeding 20 tonnes an excess of 5 tonnes shall be added to the S.W.L. After testing, the structure shall be examined to ensure no permanent deformation has occurred.

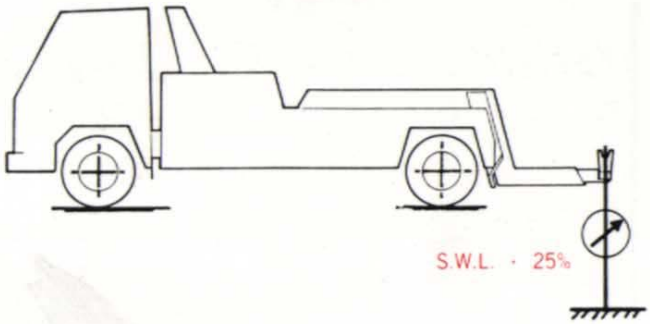
Apart from general testing that is required to check the integrity of the lifting structure, a Towing Vehicle should be tested with specific regard to the stability of the Towing Vehicle when carrying out a lift and tow recovery. Generally, the stability shall be ascertained by lifting a load at a known overhang sufficient to raise the front axle of the towing vehicle clear of the ground. S.W.L. (stability) will be 60% of that load. This will leave the residual 40% of the original front axle load for safe steering.



This S.W.L. (stability) must be checked that:

(a) it does not exceed S.W.L. of the structure or

(b) that it will not impose a load on the rear axle greater than the design load.



Should the SWL of the structure be insufficient to carry out the practical stability test then SWL stability must be determined by calculation. The identification plate and Test Certificate must then be clearly endorsed 'Stability by Calculation'. Sheet 2 of the Test Certificate must contain this calculation. Under no circumstances, however, shall the SWL of the structure be exceeded.

The S.W.L. (stability) shall be expressed as a force at a stated overhang and thus a minimum of two loads/overhangs will be required in the case of extending booms, closed and fully extended. Such an extending boom should also be tested at convenient increments between fully closed and fully extended positions.

IDENTIFICATION PLATE

A plate should be fixed to the lifting equipment stating the S.W.L. (stability) at each boom position. The S.W.L. of the equipment alone must also be clearly indicated.

CERTIFICATION

This must be a full record of the test with respect to the vehicle and all equipment including chains, shackles, ropes, supporting wheels, etc.

The host chassis should be identified with the chassis serial number. The kerbweight must be recorded together with entries for wheelbase, overhang, etc.

The S.W.L. for stability should be recorded together with the test loads applied and the imposed and residual axle loads recorded.

The S.W.L. for the equipment should be stated together with the test load and also the

CERTIFICATE OF TEST & EXAMINATION OF VEHICLE RECOVERY EQUIPMENT	**N°**	
EQUIPMENT **Serial No.** **Type**	**TEST LOAD Kgs**	**S.W.L. Kgs**
CHASSIS		
Manufacturer **Model** **Serial No.**		
EQUIPMENT ONLY		
STABILITY		
LOADING WITHIN REAR AXLE(S) DESIGN CAPACITY **by practical test/calculation**		
MAX. ALLOWABLE G.T.W. **Chassis** **Equipment**	**Speed restriction**	

I hereby certify the above equipment was tested and thoroughly examined on / /19 and withstood the loads stated without permanent deformation.

Name _____ **Signed** _____

Position/qualification _____

This certificate complies with R.E.M.S.A. standards.

conditions under which the test took place – Boom angle, number of rope falls, snatch blocks used etc. The Certificate should be signed by a competent person.

RECORDS

A copy of this Certificate should be kept on file for reference and safety urposes. The copy will also prevent any subsequent alteration by unauthorised persons.

BASIC DIMENSIONS	**No**
Design axle capacities	
Kerb weights	
Calculations	