

**THE NETHERLANDS
(N E D E R L A N D)****COMMUNICATION**

Concerning ⁽¹⁾:

- approval granted
- ~~approval extended~~
- ~~approval refused~~
- ~~approval withdrawn~~
- ~~production definitely discontinued~~

of a type of mechanical coupling device or component pursuant to Regulation number 55.

Approval number: E4-55R-010112

Extension number: 00

Approval mark:

See example of type plate.

1. Trade name or mark of the device or component : Monoflex
2. Manufacturer's name for the type of device or component : 27.4311
3. Manufacturer's name and address : Monoflex Nordic AB
Nibblegatan 21, Box 14
734 21 Hallstahammar Sweden
4. If applicable, name and address of the manufacturer's representative : Not applicable
5. Alternative supplier's name or trade marks applied to the device or component : -
6. Name and address of company or body taking responsibility for the conformity of production : See section 3.
7. Submitted for approval on : 03-12-2013



8. Technical service responsible for conducting approval tests : RDW
P.O. Box 777
2700 AT Zoetermeer, The Netherlands.

9. Brief description :

9.1. Type and class of device or component : Towing bracket , A50-X

9.2. Characteristic values :

9.2.1. Primary values:

D (kN)	U (tonnes)	D _c (kN)	V (kN)	S (kg)
9.16	-	-	-	75

Alternative values:

D (kN)	U (tonnes)	D _c (kN)	V (kN)	S (kg)
-	-	-	-	-

9.3. For class A mechanical coupling devices or components, including towing brackets:

Vehicle manufacturer's maximum permissible vehicle mass : 1815kg, D-value calculated with 1940 kg

Distribution of maximum permissible vehicle mass between the axles : Front axle 922 kg, Rear axle 893 kg

Vehicle manufacturer's maximum permissible towable trailer mass : 1800 kg


Vehicle manufacturer's maximum permissible static mass on coupling ball : 75 kg

Maximum mass of the vehicle, with bodywork, in running order, including coolant, oils, fuel, tools and spare wheel (if supplied) but not including driver : 1276 kg

Loading condition under which the tow ball height of a mechanical coupling device fitted to category M1 vehicles is to be measured – see paragraph 2 of annex 7, appendix 1 : Mass according to Annex 7 - Appendix 1, section 2.1

9.4. For class B coupling heads, is the coupling head intended to be fitted to an unbraked trailer : ~~Yes~~ / no / not applicable ⁽¹⁾



10. Instructions for the attachment of the coupling device or component type to the vehicle and photographs or drawings of the mounting points given by the vehicle manufacturer : See documentation.
11. Information on the fitting of any special reinforcing brackets or plates or spacing components necessary for the attachment of the coupling device or component : See fitting instructions.
12. Additional information where the use of the coupling device or component is restricted to special types of vehicles – see annex 5, paragraph 3.4.: : See fitting instructions.
13. For Class K hook type couplings, details of the drawbar eyes suitable for use with the particular hook type : Not applicable
14. Date of test report : 31-03-2014
15. Number of test report : RDW-55R-0015169
16. Approval mark position : On type plate
17. Reason(s) for extension of approval : Not applicable
18. Approval : granted/~~extended/refused/withdrawn~~⁽¹⁾
19. Place : Zoetermeer
20. Date : 31-03-2014
21. Signature :
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J.S.Boersma
22. The list of documents deposited with the Administration Service which has granted the approval:
- Instructions for fitting and/or use : 16 page(s)
 - Technical drawings of the coupling device : 10 page(s)
 - Example of type plate. : 1 page(s)
 - Fixing points drawing, made by the coupling devices' manufacturer (See remark below) : 1 page(s) +

Total : 28 page(s)



Remark(s):

The fixing points drawing, made by the coupling device's manufacturer, was checked by the RDW against the WVTA('s) of the vehicle('s) for which the towbar was designed and found to be correct.

⁽¹⁾ Strike out what does not apply.

