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ECONOMIC COMMISSION FOR EUROPE  
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DRAFT PROPOSAL FOR A GLOBAL TECHNICAL REGULATION "0"

(COMMON DEFINITIONS AND PROCEDURES FOR GLOBAL TECHNICAL REGULATIONS)

Transmitted by the Expert from JAPAN.

Note: The text reproduced below was prepared by the expert from JAPAN with the support of the expert from OICA in order to provide a preliminary basis for discussion in the Common Tasks Ad-Hoc Working Group.

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To insert a note, explaining the intention of the document. Follow the wording of paragraph 2.4:

**New definitions and procedures which are likely to be used in more than one GTR, shall be considered for insertion in this Global Technical Regulation "0"**

Note: This document is distributed to the Experts on General Safety Provisions only.

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GLOBAL TECHNICAL REGULATION "0"

COMMON DEFINITIONS AND PROCEDURES FOR GLOBAL TECHNICAL REGULATIONS

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~~Note: For explanation of philosophy and justification for proposals, please see end of document.~~

GLOBAL TECHNICAL REGULATION "0"

COMMON DEFINITIONS AND PROCEDURES FOR GLOBAL TECHNICAL REGULATIONS

1. SCOPE
  - 1.1 This global technical regulation (GTR) applies to all [motor?]vehicles-, equipment and parts falling within the scope of the agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles (ECE/TRANS/132).
2. GENERAL REQUIREMENTS
  - 2.1 When applying or interpreting the provisions of any GTR, Contracting Parties to the 1998 Agreement shall apply or interpret that GTR in accordance with the provisions of this Regulation.
  - 2.2 This does not preclude Contracting Parties continuing to apply their existing national definitions and procedures for all purposes other than the interpretation and application of GTRs.
  - 2.3 In drafting new or amended GTRs, the defined terms contained herein shall be used wherever possible.
  - 2.4 Where, in drafting new or amended GTRs, the need becomes apparent to create new definitions or procedures which are likely to be used in more than one GTR, consideration shall be given to placing them in this GTR.
  - 2.5 Any unit of measurement referenced in a GTR shall be an SI unit conforming to ISO Standard 1000.
3. SPECIFIC REQUIREMENTS
  - 3.1 References in GTRs to categories of vehicles shall be interpreted in accordance with Annex 1.
  - 3.2 References in GTRs to masses of vehicles shall be interpreted in accordance with Annex 2.
  - 3.3 References in GTRs to dimensions of vehicles shall be interpreted in accordance with Annex 3.
4. APPLICATION

Where, as a result of the definitions in this GTR, a vehicle manufacturer produces a model range which includes vehicles some of which fall in one category and some in another, or in different sub-categories thereof, the manufacturer may select, separately in respect of each GTR, either to apply the appropriate category requirement to each model within the range or to apply the more stringent requirement to all the vehicles in the model range.

ANNEX 0  
General Definitions

1. A "seating position" shall be regarded as being present if the vehicle is provided with "accessible" seat anchorages. An anchorage shall be deemed to be accessible if it can be used. In order to prevent anchorages being deemed accessible, the manufacturer shall physically obstruct their use, for example by welding over cover plates or by fitting similar permanent fixtures which cannot be removed by use of normally available tools.

\*Amended to follow the format for ~~GRT~~  
GTR as agreed by WpP29.  
\*OICA will study FMVSS 571.3

ANNEX 1

CATEGORISATION OF VEHICLES.

For the purposes of Global Technical Regulations:

1. MOTOR VEHICLES WITH FOUR OR MORE WHEELS.
  - 1.1 For the purpose of the application of GTRs, vehicles shall be classified on the basis of their intended principal function as shown in their design and construction features.
  - 1.2 Category1 vehicle:  
Motor vehicles with four or more wheels designed and constructed for the carriage of the driver or driver and other persons.
    - 1.2.1 Category1-1 vehicle means any category1 comprising not more than eight seats in addition to the driver's seat
    - 1.2.2 Category1-2 vehicle means any category1 vehicle comprising more than eight seats in addition to the driver's seat.
  - 1.3 Category2 vehicle:  
Motor vehicles with four or more wheels designed and constructed principally for the carriage of the driver (or the driver and crew members) plus a significant non-passenger paymass. In addition to vehicles designed to carry a commercial goods payload, this term shall include:
    - tractive units for semi-trailers;
    - road tractors, and;
    - chassis designed for the carriage of goods when equipped as a non-passenger special purpose vehicle (such as a crane or mobile generator).
    - 1.3.1 Category2-1 vehicle means any category2 having a maximum mass not exceeding 3.5 tonnes.
    - 1.3.2 Category2-2 vehicle means any category2 vehicle having a maximum mass exceeding 3.5 tonnes but not exceeding 7.5 tonnes.
    - 1.3.3 Category2-3 vehicle means any category2 vehicle having a maximum mass exceeding 7.5 tonnes.
  - ~~1.4 "Special Purpose vehicle" means a vehicle of category 1 or 2 for performing a special function for which special body arrangement and/or equipment are necessary.  
Definition and requirements of Special Purpose vehicle will be decided by the government authority of each contracting party.~~
  - ~~1.51.4 If the intended principal function of a vehicle is on the border between category 1 vehicle and category 2 vehicle, To determine whether a vehicle is to be regarded as a category1 vehicle or a category2 vehicle for the application of GTRs, the following steps should be followed.~~
    - ~~1.45.1 If the residual paymass exceeds the passenger mass and if the number of seating positions in addition to the driver's seat does not exceed six eight, the vehicle shall be deemed to be a category2 vehicle.  
Passenger mass counted on the basis of seating position.~~
    - ~~1.5.1.1 "Residual paymass" means the gross vehicle mass less the sum of the mass in running order (Specified in Annex2 Paragraph 3) and the passenger paymass.~~
    - ~~1.5.1.2 "Total passenger mass" means 68kg (Passenger mass specified in Annex 2 Paragraph 5.2) times the number of passenger seating positions excluding driver's seat.~~
    - ~~1.5.1.3 A "seating position" shall be regarded as being present if the vehicle is provided with "accessible" seat anchorages. An anchorage shall be deemed to be accessible if it can be used.~~

~~In order to prevent anchorages being deemed accessible, the manufacturer shall physically obstruct their use, for example by welding over cover plates or by fitting similar permanent fixtures which cannot be removed by use of normally available tools.~~

1.45.2 In all other cases, the vehicle shall be deemed to be a category1 vehicle.

~~1.5 **"Special Purpose vehicle"** means a vehicle of category 1 or 2 for performing a special function for which special body arrangement and/or equipment are necessary. Definition and requirements of Special Purpose vehicle will be decided by the government authority of each contracting party.~~

2. MOTOR VEHICLES WITH TWO OR THREE WHEELS.

*[to be developed by IMMA]*

3. TRAILERS (INCLUDING SEMI-TRAILERS).

*[to be developed by CLCCR]*

ANNEX 2

MASSES.

For the purposes of Global Technical Regulations:

1. All masses and loads shall be expressed in kilograms (kg).
2. **"Unladen Vehicle Mass"** means the nominal unladen mass of a complete vehicle as determined by the following criteria:
  - 2.1. Mass of the unladen vehicle with bodywork and all electrical and auxiliary equipment for normal operation of vehicle, including liquids, tools, fire extinguisher, standard spare parts, chocks and spare wheel, if fitted.
  - 2.2. The fuel tank shall be filled to at least 90% of rated capacity and the other liquid containing systems (except those for used water) to 100% of the capacity specified by the manufacturer.
  - 2.3. If the vehicle is intended to be capable of towing, the mass in running order shall include the mass of the coupling device or, if one is not fitted by the manufacturer, a notional mass representing a typical towing device suitable for the vehicle and loads concerned.
3. **"Mass in running order"** means the nominal mass of a vehicle as determined by the following criteria:
  - 3.1 In respect of a complete vehicle:  
Sum of unladen vehicle mass and driver's mass. The driver mass is applied in accordance with 5.1 above.  
In the case of buses, additional crew members for which seating positions are provided shall be included, their mass being equal to, and incorporated in the same way as, that of the driver.
  - 3.2 In respect of an incomplete vehicle:  
Unladen vehicle mass at the stage of build at which it is to be offered for sale by the manufacturer, ~~in running order, including liquids, tools, spare wheel, if fitted,~~ and driver. The further provisions of paragraph 3.1 shall apply to the extent appropriate for the stage of build. A manufacturer ~~may~~ shall specify that the completed vehicle shall not have a mass in running order less and more than a specified figure and compliance shall then be assessed on the basis of that figure.
  - 3.3 Range of vehicles or vehicle type:  
Mass in running order may be specified as a range of masses comprising  

OICA needs to prepare material to show relevance of the concept.
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ing the lightest build combination to maximum figure representing the of vehicles.
4. **"Gross vehicle mass"** of a vehicle means the technically permissible maximum mass of the fully laden solo vehicle, as declared by the manufacturer. This shall be less than or equal to the sum of the maximum axle ~~loads of the axles~~ capacity and the maximum tyre capacity on the vehicle.
5. **"Occupant mass"**
  - 5.1. **"Driver Mass"** means the ~~notional-nominal~~ mass of a driver that shall be 75kg (subdivided into 68 kg occupant mass at the seat and 7 kg luggage mass in accordance with ISO standard 2416-1992).

- 5.2. **"Passenger mass"** means the ~~notional~~nominal mass of a passenger that shall be 68kg.  
In the case of Category 1-1, each passenger must additionally have 7kg provision for luggage which shall be located in the luggage compartment(s) in accordance with ISO standard 2416-1992.  
In the case of category 1-2 designed to carry standing passengers, no provision for baggage is required.  
In the case of buses not designed to carry standing passengers, each passenger must have 3kg additional provision for hand baggage.
- ~~5.3~~ **"Total passenger mass"** means 68kg (Passenger mass specified in Annex 2 Paragraph 5.2) times the number of passenger seating positions excluding driver's seat.
6. **"Pay mass"**  
"Pay mass" means the Good-carrying capacity of the vehicle which is the figure obtained by subtracting the unladen vehicle mass and the driver and passenger masses from the gross vehicle mass.
- ~~6.1~~ **"Residual paymass"** means the gross vehicle mass less the sum of the mass in running order (Specified in Annex2 Paragraph 3) and the passenger paymass.
7. **"Maximum towable mass"** means the maximum mass capable of being towed by a vehicle as defined by the vehicle manufacturer.  
~~This may be greater than the difference between GVM and GTM of that vehicle, implying a reduction in the laden mass of the motor vehicle when the heaviest trailer is drawn.~~
8. **"Maximum axle masscapacity"** means ~~permissible mass of an axle excluding tyre as defined by the vehicle manufacturer.~~means the permissible mass corresponding to the maximum mass to be carried by the axle as defined by the vehicle manufacturer, not exceeding the axle manufacturer's specifications
9. **"Maximum tyre masscapacity"** means the permissible mass corresponding to the maximum mass to be carried by the tyre as defined by the vehicle manufacturer, not exceeding the tyre manufacturer's specifications.
- ~~10.~~ **"Maximum mass of vehicle combination"** means ~~sum of the maximum total masses of towing and towable vehicles as defined by the manufacturer of motor vehicle.~~



ANNEX 3

DIMENSIONS.

For the purposes of Global Technical Regulations:

1. **Vehicle length**

- 1.1 ~~"Overall Structural length"~~ of a vehicle means a dimension which is measured according to ISO standard 612-1978, term No 6.1 (see attached 1). In addition to the provisions of that standard, when measuring the vehicle length the following devices shall not be taken into account:
- wiper and washer devices,
  - front or rear marker-plates,
  - customs sealing devices and their protection,
  - devices for securing the load restraint(s)/cover(s) and their protection,
  - lighting equipment,
  - mirrors or other devices for indirect visison,
  - reversing aids,
  - air-intake pipes,
  - length stops for demountable bodies,
  - access steps and hand-holds,
  - ram rubbers and similar equipment,
  - lifting platforms, access ramps and similar equipment in running order, not exceeding 300 mm, ~~provided that the loading capacity of the vehicle is not increased,~~
  - coupling and recovery towing devices for motor vehicles,
  - trolleybus current collection poles in their elevated and retracted positions, ~~+~~
  - external sun visors, ~~-~~
  - de-mountable spoilers,
  - exhaust pipes.
- 1.2 ~~"Total structural Overall length"~~ means a dimension so as to take the devices mentioned in paragraph 1.1 into account.

2. **Vehicle width**

- 2.1 ~~"Overall Structural width"~~ of a vehicle means a dimension which is measured according to ISO standard 612-1978, term No. 6.2(See attached 1). In addition to the provisions of that standard, when measuring the vehicle width the following devices shall not be taken into account:
- customs sealing devices and their protection,
  - devices for securing the tarpaulin and their protection,
  - tyre failure tell-tale devices,
  - protruding flexible parts of a spray-suppression system
  - lighting equipment,
  - for buses, access ramps, lifting platforms and similar equipment in their stowed position.
  - rear-view mirrors or other devices for indirect vision,
  - tyre-pressure indicators,
  - retractable steps,
  - the deflected part of the tyre walls immediately above the point of contact with the ground,
  - external lateral guidance devices of guided buses, ~~+~~
  - running boards,
  - de-mountable mudguard broadening.
- 2.2 ~~"Total structural Overall width"~~ means a dimension so as to take the devices mentioned in paragraph 2.1 into account.

3. **Vehicle height**

- 3.1. ~~"Overall Structural height"~~ of a vehicle means a dimension which is measured according to ISO standards 612-1978, term No. 6.3(See attached 1). In addition to the provisions of that

standard, when measuring the vehicle height the following devices shall not be taken into account:

- aerials,
- pantographs in their elevated position,
- trolleybus current collection poles in their elevated position.

For vehicles with an axle-lift device, the effect of this device must be taken into account.

- 3.2. ~~“Total structural Overall height”~~ means a dimension so as to take the devices mentioned in paragraph 3.1 into account.
4. **“Wheel base”** means the distance between the perpendicular lines constructed to the longitudinal median plane (of the vehicle) from the previously defined points A or B corresponding to two consecutive wheels situated on the vehicle, according to ISO Standard 612-1978, term No.6.4.(See attached 1)
5. **“TreadTrack”** corresponding to a real or imaginary axle ~~means~~ is the sum of the two distances AH and BH in relation to the two wheels connected this axle, AH and BH being the distances from points A and B defined in clause 5 to the longitudinal median plane (of the vehicle), according to ISO Standard 612-1978, term No.6.5.(See attached 1)
6. **“Front overhang”** means the distance between the vertical plane passing through the centres of the front wheels and the foremost point of the vehicle, taking into consideration lashing hooks, registration number plate, etc., and any parts rigidly attached to the vehicle, according to ISO Standard 612-1978, term No.6.6. (See attached 1)
7. **“Rear overhang”** means the distance between the vertical plane passing through the centres of the rearmost wheels and the rearmost point of the vehicle, taking into consideration the towing attachment, registration number plate, etc., and any parts rigidly attached to the vehicle, according to ISO Standard 612-1978, term No.6.7.(See attached 1)