



Informal document N° 9  
(84<sup>th</sup> GRSG, 5-9 May 2003  
agenda item 10)

**OICA PROPOSAL FOR A DRAFT AMENDMENT  
TO DOCUMENT TRANS/WP29/GRSG/2003/10**

**(Draft GTR on Masses and Dimensions)**

**A. Proposal**

Annex 2, Para. 1.2., amend to read:

"1.2. "Category 1 vehicle" means a motor vehicle with four or more wheels designed and constructed **principally** for the carriage of (a) person(s). "

Annex 2, Para. 1.3., amend to read:

"1.3. ... designed and constructed principally for the carriage of **goods and/or equipment** the driver (or the driver and crewmembers) plus a non passenger paymass according to the criteria in paragraph 1.4. **In addition**, to vehicles designed to carry a commercial goods pay mass, **this term shall include vehicles designed specifically for towing** or as basis for Special Purpose equipment. "

Annex 2, Para. 1.4.1, delete the requirement on Paymass, i.e. amend to read:

"1.4.1. **In cases where it is not immediately apparent whether a vehicle is Category 1 or Category 2**, if a vehicle meets all of the following conditions:

$P - (M + N \times 68) > N \times 68$ , **and**

$N \leq 6$  **and**

~~Pay mass as defined in paragraph 6. of annex 3 exceeds 200 kg~~  
the vehicle shall be deemed to be a category 2 vehicle.

In all other cases, the vehicle shall be deemed to be a category 1 vehicle.

Where,

P= Gross vehicle mass as defined in paragraph 4 of annex 3.

M= Mass in running order as defined in paragraph 3 of annex 3.

N= Maximum number of simultaneous seating **and standing** positions excluding the driver seating position "

Annex 3, Para. 2.3, to be deleted

Annex 3, Para. 4, delete the last words, i.e. amend to read:

"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 capacity ~~and the sum of the maximum tyre capacity on the vehicle.~~ "

Annex 3, Para. 5, amend to read:

"5. "Gross Train Mass" of a **motor** vehicle means the **mass which represents the maximum technically permissible value of the sum of the mass of the motor vehicle, the mass of any trailer drawn and the combined loads carried on the vehicles** ~~technically permissible maximum mass of the fully laden together with trailer vehicle,~~ as declared by the manufacturer".

Annex 3, Para. 9, amend to read:

"9. "Maximum axle capacity" 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. **The maximum axle capacity shall be less than or equal to the sum of the maximum capacities of the tyres.** "

Annex 4, Para. 3.1., delete the reference to "pantographs", i.e. amend to read:

"3.1. "Structural height" means a dimension which is measured according to ISO standards 612-1978, term No. 6.3. In addition to the provisions of that standard, when measuring the vehicle structural height the following devices shall not be taken into account:

- aerials,
- ~~— pantographs,~~
- trolleybus current collection devices in their elevated position.

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

Annex 4, Para. 7, amend to read:

"7. ... taking into consideration the towing attachment, **if fitted**, registration number plate..."

Statement of Rationale:

In the three tables, for "Europe", read "European Union".

## **B. Justification**

Having had the opportunity to study the results of the Ad-Hoc Group's deliberations, it has become apparent that the details of the draft can be improved as shown above without significant change to the decisions taken by the group.

Annex 2, Para. 1.2:

Addition of "principally" gives consistency with the Category 2 definition and clarifies the position of vehicles such as estate cars.

Annex 2, Para. 1.3:

The revised text seeks to simplify the drafting whilst keeping the same meaning.

Annex 2, Para. 1.4.1:

To be consistent with the means by which the formula is applied today and to obviate the need for the additional payload criteria (which is foreseen to present considerable scope for problems of application in practice), it is recommended that the formula only be applied when the category of the vehicle is not readily apparent.

Annex 3, Para. 2.3:

Inclusion of the mass of the coupling in the declared unladen mass would unduly penalise the majority of vehicles for which no coupling would ever be fitted, with implications for many testing requirements, such as emissions, etc.

Annex 3, Para. 4:

Correction to move the tyre capacity clause to the axle load definition (see Annex 3, Para 9).

Annex 3, Para. 5:

Amendment to clarify that the GTM is a characteristic of a motor vehicle, not a vehicle combination, and to remove the implication that the motor vehicle is fully laden. GTM is normally determined so as to give latitude for load distribution between motor vehicle and trailer.

Annex 3, Para. 9:

See Annex 3, Para.4.

Annex 4, Para. 3.1:

Pantographs are covered in the term “current collection devices”.

Annex 4, Para. 7:

Clarification that towing attachments do not have to be allowed for artificially alter the measurement.

Statement of Rationale:

The data relates to the European Union, not the national requirements of the European countries, which may differ significantly.

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