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DRAFT PROPOSAL FOR A GLOBAL TECHNICAL REGULATION "0"

(COMMON DEFINITIONS AND PROCEDURES FOR USE IN 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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GLOBAL TECHNICAL REGULATION "0"

COMMON DEFINITIONS AND PROCEDURES FOR USE IN GLOBAL TECHNICAL REGULATIONS

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GLOBAL TECHNICAL REGULATION "0"

COMMON DEFINITIONS AND PROCEDURES FOR USE IN GLOBAL TECHNICAL REGULATIONS

1. SCOPE
 - 1.1 This global technical regulation (GTR) applies to all wheeled 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 the provisions of any GTR, Contracting Parties to the 1998 Agreement shall apply 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 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 in accordance with Annex 2.
 - 3.2 References in GTRs to masses of vehicles shall be in accordance with Annex 3.
 - 3.3 References in GTRs to dimensions of vehicles shall be in accordance with Annex 4.
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 1
General Definitions

- ~~1. A "seating position" shall be regarded as being present if the vehicle is provided with "accessible" seatbelt 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.~~

ANNEX 21

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 Category 1 vehicle:
Motor vehicle with four or more wheels designed and constructed for the carriage of (a)person(s).
 - 1.2.1 Category 1-1 vehicle means any category 1 vehicle comprising not more than eight seating positions in addition to the driver's seating position
 - 1.2.2 Category 1-2 vehicle means any category 1 vehicle comprising more than eight seating positions in addition to the driver's seating position.
 - 1.3 Category 2 vehicle:
Motor vehicles with four or more wheels designed and constructed principally for the carriage of the driver (or the driver and crewmembers) plus a significant non-passenger payload. In addition to vehicles designed to carry a commercial goods payload, this term shall include vehicles designed specifically for towing or as basis for Special Purpose equipment.
 - 1.3.1 Category 2-1 vehicle means any category 2 vehicle having a maximum mass not exceeding 3.5 tonnes.
 - 1.3.2 Category 2-2 vehicle means any category 2 vehicle having a maximum mass exceeding 3.5 tonnes
 - 1.4 To determine whether a vehicle is to be regarded as a category 1 vehicle or a category 2 vehicle for the application of GTRs, the following shall apply:

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= Number of seating positions excluding driver seating position
 - 1.4.1 If there is a seat anchor for a removable seat, the removable seat is to be counted in the determination of the number of seating positions and of the payload

- 1.5 "Special Purpose vehicle" means a vehicle [sharing features with 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 the Special Purpose [part of the] vehicle will be decided by each contracting party where the vehicle is to be registered, unless the specific Special Purpose part(s) of the vehicle has(have) been covered in (a) GTR(s).
2. MOTOR VEHICLES WITH TWO OR THREE WHEELS.
- 2.1 Category 3-1 vehicle: two-wheeled moped:
means a two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm³ and whatever the means of propulsion a maximum design speed not exceeding 50 km/h."
- 2.2 Category 3-2 vehicle: three-wheeled moped:
means a three-wheeled vehicle of any wheel arrangement with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm³ and whatever the means of propulsion a maximum design speed not exceeding 50km/h."
- 2.3 Category 3-3 vehicle: two-wheeled motorcycle:
means a two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h."
- 2.4 Category 3-4 vehicle: tricycle:
means a vehicle with three wheels symmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h."
- 2.5 Category 3-5 vehicle: motor cycle with sidecar:
means a vehicle with three wheels asymmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h."
3. TRAILERS (INCLUDING SEMI-TRAILERS).
[to be developed by CLCCR

ANNEX 32

MASSES.

For the purposes of Global Technical Regulations:

1. All masses 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 below.
In the case of category 1-2 vehicles, additional crewmembers 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, and driver. The further provisions of paragraph 3.1 shall apply to the extent appropriate for the stage of build.
A manufacturer shall specify that the completed vehicle shall not have a mass in running order less than a specified minimum nor more than a specified maximum figure. Compliance shall be assessed on the basis of these figures.
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.
5. **"Occupant mass"**
 - 5.1. **"Driver Mass"** means the 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 nominal mass of a passenger that shall be 68kg.
In the case of Category 1-1 vehicle, 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 vehicle designed to carry standing passengers, no provision for baggage is required.

In the case of category 1-2 vehicles not designed to carry standing passengers, each passenger must have 3kg additional provision for hand baggage.

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.
7. **"Maximum towable mass"** means the maximum mass capable of being towed by a vehicle as defined by the vehicle manufacturer. The GTM is not necessarily the sum of the GVM + the maximum towable mass.
8. **"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
9. **"Maximum tyre capacity"** 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.

ANNEX 43

DIMENSIONS.

For the purposes of Global Technical Regulations:

1. **Vehicle length**

- 1.1 **"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 vision,
 - 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,
 - 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 **"Overall length"** means a dimension so as to take the devices mentioned in paragraph 1.1 into account.

2. **Vehicle width**

- 2.1 **"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 **"Overall width"** means a dimension so as to take the devices mentioned in paragraph 2.1 into account.

3. **Vehicle height**

- 3.1. **"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. **"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.
5. **"Track"** corresponding to a real or imaginary axle 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.
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.
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.