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**Passenger car tyres and rims —  
Part 1:  
Tyres (metric series)**

*Pneumatiques et jantes pour voitures particulières —  
Partie 1: Pneumatiques (série millimétrique)*

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## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 4000-1 was prepared by Technical Committee ISO/TC 31, *Tyres, rims and valves*, Subcommittee SC 3, *Passenger car tyres and rims*.

This tenth edition cancels and replaces the ninth edition (ISO 4000-1:2010), which has been technically revised.

ISO 4000 consists of the following parts, under the general title *Passenger car tyres and rims*:

— *Part 1: Tyres (metric series)*

— *Part 2: Rims*

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# Passenger car tyres and rims —

## Part 1: Tyres (metric series)

### 1 Scope

This part of ISO 4000 specifies the designation, dimensions and load ratings of metric-series tyres primarily intended for passenger cars.

### 2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 3877-1, *Tyres, valves and tubes — List of equivalent terms — Part 1: Tyres*

ISO 4223-1, *Definitions of some terms used in the tyre industry — Part 1: Pneumatic tyres*

ISO 16992, *Passenger car tyres — Spare unit substitutive equipment (SUSE)*

### 3 Terms and definitions

ISO 4000-1:2013

For the purposes of this document, the terms and definitions given in ISO 4223-1 and ISO 3877-1<sup>1)</sup> and the following apply.

#### 3.1

##### rim protector

feature incorporated into the lower sidewall area of the tyre, which is intended to protect the rim flange from damage

EXAMPLE A protruding circumferential rubber rib.

### 4 Designation

#### 4.1 Size and construction

##### 4.1.1 Characteristics

The tyre characteristics shall be designated as follows:

Nominal section width / Nominal aspect ratio Tyre construction code Nominal rim diameter code

##### 4.1.2 Nominal section width

The nominal section width of the tyre shall be indicated in millimetres, and this part of the designation shall end in either the numeral of zero or five, so that in any single series of tyres with the same nominal aspect ratio, the values shall all end in 0 or they shall all end in 5.

1) ISO 3877-1 gives other terms used in this field, together with their equivalents in other languages.

For sizes mounted on 5° tapered (code-designated) rims, the nominal section width designation shall end in 5.

#### 4.1.3 Nominal aspect ratio

The nominal aspect ratio ( $H/S$ ) shall be expressed as a percentage and shall be a multiple of 5.

#### 4.1.4 Tyre construction code

The tyre construction code shall be as follows:

- B for bias-belted construction;
- D for diagonal construction;
- R for radial-ply construction.

In the case of tyres designed for vehicles having a maximum speed capability exceeding 240 km/h, the code-letters ZR may be indicated with the dimensional and constructional characteristics for radial-ply tyres instead of the tyre construction code R (see 4.2).

The code-letters ZR shall be used in the dimensional and constructional characteristics associated with the speed symbol Y and the load index, both placed within parentheses, to identify performance up to 300 km/h for tyres suitable for speeds exceeding 300 km/h.

EXAMPLE 235/45 ZR 17 (97Y)

For maximum speed capability and load capacity of the tyre over 300 km/h, consult the manufacturer.

Use of any other code-letter (for example in the case of a new construction type) should first be submitted to ISO for acceptance.

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#### 4.1.5 Nominal rim diameter code

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For tyres mounted on 5° tapered (code-designated) rims, the code shall be as given in [Table 1](#).

Table 1 — Nominal rim diameter code

Nominal rim diameter code	Nominal rim diameter $D_r$ mm
10	254
12	305
13	330
14	356
15	381
16	406
17	432
18	457
19	483
20	508
21	533
22	559
23	584
24	610
25	635
26	660
28	711
30	762

In the case of tyres requiring new-concept rims, for safety reasons, especially concerning mounting, the code-number shall be equal to the nominal rim diameter ( $D_r$ ) expressed as a whole number in millimetres.

## 4.2 Service description

### 4.2.1 General

The service description shall be as follows:

Load index      Speed symbol

In the special case of tyres designed for vehicles having a maximum speed capability exceeding 300 km/h, the service description need not be indicated. However, the tyre manufacturer shall be consulted as to the maximum speed capability and load capacity of such tyres.

### 4.2.2 Load index

The maximum tyre load-carrying capacity corresponding to the service conditions specified by the tyre manufacturer shall be indicated by a load index taken from [Table 2](#), per tyre for a single mounting.

### 4.2.3 Speed categories

A speed category is assigned to a tyre according to the maximum speed for which its use is rated. The speed for each category shall be indicated by a letter-symbol, in accordance with [Table 3](#).

### 4.3 Other service characteristics

4.3.1 The word “TUBELESS” shall appear on tyres without tubes.

4.3.2 The words “REINFORCED” or “EXTRA LOAD” shall appear on tyres designed for loads and inflation pressures higher than the standard version.

4.3.3 The letters “LL”, close to the tyre size designation, or the words “LIGHT LOAD” shall appear on the sidewalls of tyres designed for loads lower than the standard version.

4.3.4 The letter “T”, immediately preceding the tyre size designation, shall be used to characterize high-pressure, special, temporary-use spare tyres.

4.3.5 Specific indications, if required, may be added to indicate:

- the type of vehicle for which the tyre is primarily designed, using the symbol “P” for passenger cars (see 4.3.6);
- temporary use of certain spare tyres, using indications such as “TEMPORARY USE ONLY”;
- bias-belted construction, with the words “BIAS-BELTED”;
- radial-ply construction, with the word “RADIAL”;
- the direction of mounting;
- the direction of rotation;
- the type of tread pattern;
- other characteristics.

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4.3.6 The optional marking “P” may be used where there could be ambiguity regarding the tyre type. It should be positioned such that confusion cannot result from its proximity to any other service condition marking.

4.3.7 The optional marking “F” shall be added after the construction code to identify self-supporting-type run-flat tyres that meet the requirements of ISO 16992.

EXAMPLE      235/45 RF 17



Table 2 — Correlation between load index (LI) and tyre load-carrying capacity (TLCC)

LI	TLCC kg	LI	TLCC kg	LI	TLCC kg	LI	TLCC kg
50	190	70	335	90	600	110	1 060
51	195	71	345	91	615	111	1 090
52	200	72	355	92	630	112	1 120
53	206	73	365	93	650	113	1 150
54	212	74	375	94	670	114	1 180
55	218	75	387	95	690	115	1 215
56	224	76	400	96	710	116	1 250
57	230	77	412	97	730	117 <sup>a</sup>	1 285
58	236	78	425	98	750	118 <sup>a</sup>	1 320
59	243	79	437	99	775	119 <sup>a</sup>	1 360
60	250	80	450	100	800	120 <sup>a</sup>	1 400
61	257	81	462	101	825	—	—
62	265	82	475	102	850	—	—
63	272	83	487	103	875	—	—
64	280	84	500	104	900	—	—
65	290	85	515	105	925	—	—
66	300	86	530	106	950	—	—
67	307	87	545	107	975	—	—
68	315	88	560	108	1 000	—	—
69	325	89	580	109	1 030	—	—

<sup>a</sup> ISO tyre loads have a 116 load index maximum; some existing tyres may have a higher load index number.

The maximum tyre load capacity corresponding to the load index shall apply for speeds up to and including 210 km/h.

For tyres in the speed category V (between 210 km/h and 240 km/h), the maximum load capacity per tyre shall be reduced to 100 % at 210 km/h, 97 % at 220 km/h, 94 % at 230 km/h and 91 % at 240 km/h; linear interpolation is permitted.

In the case of speed categories W and Y, the maximum load capacity per tyre corresponding to the load index shall apply for speeds up to and including 240 km/h for W and 270 km/h for Y.

For tyres in the speed category W (between 240 km/h and 270 km/h), the maximum load capacity per tyre shall be reduced to 100 % at 240 km/h, 95 % at 250 km/h, 90 % at 260 km/h and 85 % at 270 km/h; linear interpolation is permitted.

For tyres in the speed category Y (between 270 km/h and 300 km/h), the maximum load capacity per tyre shall be reduced to 100 % at 270 km/h, 95 % at 280 km/h, 90 % at 290 km/h and 85 % at 300 km/h; linear interpolation is permitted.

See 4.2.3 and Table 3 for speed categories and their symbols.

For speeds of over 300 km/h or ZR-marked tyres or both, consult the tyre manufacturer for the maximum tyre load capacity permitted in relation to the maximum speed allowed for the tyre.

For vehicles with a design maximum speed capability of up to 60 km/h, the maximum load capacity corresponding to the load index may be exceeded, as shown below. However, an increase in the reference inflation pressure is necessary and should be determined in consultation with the tyre manufacturer. In the absence of such agreement, the following pressure increases are recommended:

- for 60 km/h, a 10 % load increase with a 10 kPa inflation pressure increase;
- for 50 km/h, a 15 % load increase with a 20 kPa inflation pressure increase;
- for 40 km/h, a 25 % load increase with a 30 kPa inflation pressure increase;
- for 30 km/h, a 35 % load increase with a 40 kPa inflation pressure increase;
- for 25 km/h, a 42 % load increase with a 50 kPa inflation pressure increase.

Table 3 — Speed symbols

Symbol	Category km/h
J	100
K	110
L	120
M	130
N	140
P	150
Q	160
R	170
S	180
T	190
U	200
H	210
V	240
W	270
Ya	300

NOTE This list is not exhaustive, and other categories and symbols might be added later.

a Radial-ply tyres designed for speeds exceeding 300 km/h shall be identified by the code-letters ZR with the dimensional and constructional characteristics in place of the tyre construction code. Consult the tyre manufacturer for the maximum speed capability.

## 5 Marking

The marking shall include designations of:

- size and construction;
- service condition characteristics (see 4.1.4 and 4.2 for special cases);
- any other service characteristics (see 4.3).

The location of the marking of the load and speed characteristics shall be distinct, but near the marking of the size and construction.

No location is specified for the markings related to other service characteristics.

**EXAMPLE** A tubeless tyre having a nominal section width of 165 mm, a nominal aspect ratio of 80, a radial-ply construction and a nominal rim diameter code of 15, whose service description consists of a load index (LI) of 87 corresponding to a tyre load-carrying capacity of 545 kg, and which falls into the speed symbol H (210 km/h), is marked:

**165/80 R 15      87 H**

**TUBELESS**

NOTE See Annex D for other existing size markings.

## 6 Tyre dimensions

### 6.1 Rounding values

Except in the cases given in 6.2.1 and 6.2.2, round the formula-derived values for tyre dimensions to the nearest millimetre (see ISO 80000-1).

### 6.2 Calculation of design tyre dimensions

#### 6.2.1 Theoretical rim width, $R_{th}$

$$R_{th} = K_1 \times S_N$$

where

$K_1$  is the rim/section width ratio;

$S_N$  is the nominal section width.

For tyres mounted on 5° rims (code-designated) with nominal rim diameter expressed by a two-figure code:

—  $K_1 = 0,7$  where the tyres have a nominal aspect ratio of 50 to 95;

—  $K_1 = 0,85$  where this ratio is 20 to 45.

NOTE  $K_1$  values for other tyre and rim types will be defined in a future revision.

#### 6.2.2 Measuring rim width code, $R_{mc}$ ISO 4000-1:2013

$$R_{mc} = \frac{K_2 \times S_N}{25,4}$$

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rounded to the nearest 0,5 rim width code, where  $K_2$  is the rim/section width ratio coefficient.

For tyres mounted on 5° drop-centre rims with a nominal diameter expressed by a two-figure code:

—  $K_2 = 0,7$  for nominal aspect ratios of 95 to 75;

—  $K_2 = 0,75$  for nominal aspect ratios of 70 to 60;

—  $K_2 = 0,8$  for nominal aspect ratios of 55 and 50;

—  $K_2 = 0,85$  for a nominal aspect ratio of 45;

—  $K_2 = 0,9$  for nominal aspect ratios of 40 to 30;

—  $K_2 = 0,92$  for nominal aspect ratios of 20 and 25.

NOTE Other values of  $K_2$  for other tyre and rim types will be defined in a future revision.

**6.2.3 Design tyre section width,  $S$**

The design tyre section width,  $S$ , is the nominal section width,  $S_N$ , transferred from the theoretical rim width,  $R_{th}$ , to the measuring rim width code,  $R_{mc}$ , so that:

$$S = S_N + 0,4(25,4R_{mc} - R_{th})$$

with  $R_{th}$  expressed in millimetres.

EXAMPLE     **265/40 R17**

$$K_1 = 0,85 \text{ (see 6.2.1) and } K_2 = 0,9 \text{ (see 6.2.2)}$$

$$R_{th} = K_1 \times S_N = 265 \times 0,85 = 225,25 \text{ mm}$$

$$R_{mc} = K_2 \times S_N / 25,4 = 0,9 \times 265 / 25,4 = 9,39, \text{ rounded to } 9,5$$

$$25,4 \times R_{mc} = 25,4 \times 9,5 = 241,3 \text{ mm}$$

$$S = S_N + 0,4 (25,4 R_{mc} - R_{th}) = 265 + 0,4 (241,3 - 225,25) = 271,42, \text{ rounded to } 271 \text{ mm.}$$

**6.2.4 Design tyre section height,  $H$**

The design tyre section height,  $H$ , is calculated by the following equation:

$$H = S_N \frac{H/S}{100}$$

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**6.2.5 Design tyre overall diameter,  $D_o$**      ISO 4000-1:2013

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The design tyre overall diameter,  $D_o$ , is calculated by the following equation:

$$D_o = D_r + 2H$$

For those tyres having a nominal rim diameter code, use the corresponding value of  $D_r$  given in [Table 1](#).

**6.2.6 Guidelines**

See [Annex A](#) for general guidelines on the tyre design dimensions for the metric series of passenger car tyres mounted on 5° rims (code-designated).

**6.3 Calculation of maximum overall (grown) tyre dimensions in service tyres mounted on their measuring rims**

**6.3.1 General**

The calculation of maximum overall (grown) tyre dimensions in service for tyres mounted on their measuring rims is for use by vehicle manufacturers in designing for tyre clearance.

Calculate these dimensions with the coefficient appropriate to the design tyre section width and design tyre section height (see [Table 4](#)).

Table 4 — Coefficients for calculation of tyre dimensions

Dimensions in millimetres

Structure	Construction code	Nominal aspect ratio $H/S$	Coefficient			
			$a^a$	$b$	$c$	$d$
Diagonal	D	All	1,1	1,08	—	—
Bias-belted	B				—	—
Radial-ply	R	≤65	1,04	1,04	0,96	0,97
		70	1,04			
		≥75	1,06			

a The maximum overall section width includes elevations due to labelling, decorations, protection ribs or bands and excludes rim protectors.

### 6.3.2 Maximum overall (grown) width in service, $W_{\max}$

The maximum overall (grown) width in service,  $W_{\max}$ , is equal to the greater of the following values:

- the product of the design tyre section width,  $S$ , and the appropriate coefficient,  $a$  (see [Table 4](#)):

$$W_{\max} = Sa$$

- the addition of 8 mm to the design tyre section width,  $S$ :

$$W_{\max} = S + 8$$

### 6.3.3 Maximum overall (grown) diameter in service, $D_{o\max}$

$$D_{o\max} = D_r + 2Hb$$

See [Table 4](#) for the value of coefficient  $b$ .

## 6.4 Calculation of minimum tyre dimensions for radial-ply tyres mounted on their measuring rims

### 6.4.1 Minimum tyre section width, $S_{\min}$

$$S_{\min} = Sc$$

See [Table 4](#) for the value of coefficient  $c$ .

### 6.4.2 Minimum tyre overall diameter, $D_{o\min}$

$$D_{o\min} = D_r + 2Hd$$

See [Table 4](#) for the value of coefficient  $d$ .

## 6.5 Range of approved rims

The range of approved rim width codes for the nominal aspect ratio of 35 and above is calculated as the product of the nominal section width,  $S_N$ , and the coefficients shown in [Table 5](#), divided by 25,4. Round the values obtained to the nearest 0,5 rim width code. For tyre sizes with a nominal aspect ratio of 30 and below, the range of approved rim width codes is the measuring rim width code  $\pm 0,5$ .

The maximum overall (grown) width in service,  $W_{max}$ , and the minimum tyre section width,  $S_{min}$ , will change by 40 % of the change in rim width code multiplied by 25,4, rounded to the nearest millimetre.

**Table 5 — Approved rim width codes for passenger car tyres as a function of nominal aspect ratio**

Dimensions in millimetres

Nominal aspect ratio $H/S$	Coefficients for calculation of approved rim width	
	min.	max.
$70 \leq H/S \leq 95$	0,65	0,85
$50 \leq H/S \leq 65$	0,7	0,9
$H/S = 45$	0,8	0,95
$35 \leq H/S \leq 40$	0,85	1
$H/S \leq 30$	Measuring rim width code - 0,5	Measuring rim width code + 0,5

## 7 Tyre dimension measurement procedure

The tyre dimension measurement procedure shall be as described below.

- a) Prior to measurement, mount the tyre on an approved rim, inflated to the recommended pressure given in [Table 6](#), and allow it to stand for a minimum of 24 h at normal room temperature.
- b) Readjust the inflation pressure to the original value.
- c) Calliper the section width and the overall width of the tyre at six points approximately equally spaced around the tyre circumference. Record the average of these measurements as section width and overall width.
- d) Determine the tyre overall diameter by measuring its maximum circumference and dividing this by  $\pi$  (where  $\pi = 3,141\ 6$ ).

**Table 6 — Recommended pressures for measurement of tyre dimensions**

Tyre	Pressure kPa
Standard load and P-type light load (LL) version	180
Extra load/reinforced version	220
T-type temporary-use spare tyre	420

## 8 Inflation pressures

Operating cold inflation pressures should be agreed between tyre and vehicle manufacturers, taking into account not only tyre load-carrying capacity (see [Annex C](#)), but also operating conditions such as maximum speed, camber angle and the position of the tyre on the vehicle, as well as service conditions and the construction and characteristics of the vehicle.

Unless otherwise specified by the tyre manufacturer, it is recommended that the cold inflation pressure of radial-ply tyres be limited in normal application to 350 kPa for all standard load version sizes on code-designated rims, irrespective of the speed symbol (see [Table 3](#)).

For normal road applications, the specified inflation pressure may not be less than

- 140 kPa for vehicle operating speeds  $\leq 160$  km/h, and
- 180 kPa for vehicle operating speeds  $> 160$  km/h.

For special applications, consult the tyre manufacturer.

NOTE Cold inflation pressure is the pressure of the tyre at ambient temperature, and does not include pressure build-up due to tyre usage.

## 9 Load capacities

Load capacities for passenger car tyres are given in [Annex B](#).

NOTE For sizes not included in [Annex B](#), consult the national standardization organization.

See [Annex C](#) for the tyre load-carrying capacity at various inflation pressures.

## 10 Choice of tyre sizes

In selecting tyres for a vehicle, the vehicle maximum load on the tyre shall not be greater than the applicable maximum load-carrying capacity of the tyre. Vehicle maximum load on the tyre is the load on an individual tyre that is determined by distributing to each axle its share of the maximum loaded vehicle mass and dividing by the number of tyres on the axle.

The vehicle normal load on the tyre shall not be greater than 88 % of the maximum load-carrying capacity of the tyre. Vehicle normal load on the tyre is the load on an individual tyre that is determined by distributing (in accordance with [Table 7](#)) to each axle its share of the curb mass, accessory mass and normal occupant mass and dividing by the number of tyres on the axle. These and other relevant masses are defined below.

In specific local regulations, the vehicle normal load on the tyre shall not be greater than 94 % of the load rating at the vehicle manufacturer's recommended cold inflation pressure for the tyre.

The vehicle manufacturer may specify an inflation pressure less than that corresponding to the maximum tyre load. In this case, the load on the tyre (at the corresponding vehicle loading condition) shall not exceed the tyre load capacity at the specified inflation pressure.

Maximum loaded vehicle mass is the sum of:

- a) curb mass;
- b) accessory mass;
- c) vehicle capacity mass; and
- d) production option mass.

Curb mass is the mass of a motor vehicle with standard equipment, including the maximum capacity of fuel, oil and coolant, and, if so equipped, of air conditioning and the additional mass of an optional engine.

Accessory mass is the combined mass (in excess of those standard items that may be replaced) of automatic transmission, power steering, power brakes, power windows, power seats, radio and heater, to the extent that these items are available as factory-installed equipment (whether installed or not).

Normal occupant mass is equivalent to 68 kg multiplied by the number of occupants, as specified in [Table 7](#). When local regulation includes a luggage mass, a mass of 7 kg per occupant, located in the luggage compartment, shall be used. Occupant distribution is the distribution of occupants in a vehicle as specified in [Table 7](#).