
Commercial road vehicles — Mechanical coupling between towing vehicles, with coupling mounted forward and below, and centre-axle trailers — Interchangeability

Véhicules routiers utilitaires — Accouplement mécanique entre véhicules tracteurs à dispositif d'attelage avancé et surbaissé et remorques à essieux centraux — Interchangeabilité

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Contents

Page

| | |
|---|----|
| Foreword | iv |
| Introduction | v |
| 1 Scope | 1 |
| 2 Interchangeability dimensions | 1 |
| 2.1 Distance between drawbar coupling axis and rear end of towing vehicle | 1 |
| 2.2 Turning front of trailer | 2 |
| 2.3 Height of couplings | 3 |
| 2.4 Drawbar contour | 3 |
| 2.5 Rear end of towing vehicle | 3 |
| 2.6 Angles of inclination and articulation | 3 |
| 3 Possible combinations and marking | 5 |
| Annex A (informative) Classes of dimensions for C_{min} | 7 |
| Annex B (informative) Vehicle combinations — Examples of configurations | 8 |
| Bibliography | 9 |

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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 11407 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 15, *Interchangeability of components of commercial vehicles and buses*.

This second edition cancels and replaces the first edition (ISO 11407:1993), which has been technically revised.

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Introduction

In many countries, the total length of road trains is limited by law. In view of the increasing demand for large-volume transports, vehicle manufacturers have developed solutions for optimizing the loading space of road trains within the legal specification. Centre-axle trailers are a well-proven means of reducing the necessary free space between towing vehicles and trailer, thereby increasing loading space while keeping within legal limitations.

New demands, wider usage and further development of the concept have led to further changes. To increase the volume even more, lower vehicle chassis have been developed. There is also a growing demand for extra equipment in the overhang, such as retractable tail lift and additional drawbar coupling fitted in the end of the chassis frame.

In order to prevent interference between the drawbar and this extra equipment, specifically on low chassis, it has become necessary to introduce a new, "low" class of drawbar profile.

A new category of road train (25,25 m) has been introduced in Finland and Sweden, the intention being that it will be possible to couple vehicles conforming with this International Standard to combinations of more than one trailer. Consequently, this edition of ISO 11407 is applicable to drawbar and drawbar coupling positions on those road trains, as well.

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