DISTRIBUTION OF PAYLOAD
DEFINITION AND PROPOSAL FOR ADOPTION
LOCATION OF PAYLOAD
PROPOSAL FOR ADOPTION – ADOPTED 27.09.2017

Identified issue:
– While for the driver-mass the position is clear, the position of the payload (25 kg and the mass representative of the vehicle load) is not defined.

Justification:
– As "the load" could be everything like a front-seat passenger, luggage in a front boot or rear boot, it is easier and more transparent to keep the already used definition for the weight distribution, where possible.
– As measurement equipment is typically located at the front seat, it also practical in terms of road load testing.
– The value shall be recorded for any in-use testing or for calculation purpose (interpolation method).
– For LCVs there cannot be found a general rule, that works for all kind of LCVs. Therefore it is defined differently compared to a passenger vehicle.

➢ The "New Issues Task Force" agreed on the text (telco on 06.09.2017) and asks the IWG for adoption of that improvement.
➢ Within drafting taskforce, further improvements can be applied to the text.

Text proposal:
Add a new paragraph 2.6. in Annex 4 (paragraph 2 is containing of general definitions of Annex 4):

2.6. Additional masses for setting the test mass shall be applied such, that the weight distribution of that vehicle with mass in running order is approximately maintained. In case of category 2 vehicles or passenger vehicles derived from category 2 vehicles the additional masses should be applied in a representative manner and shall be justified to the responsible authority on their request. The weight distribution of the vehicle shall be recorded, and shall be used for any subsequent road load determination testing.
THANK YOU!