

INTERNATIONAL STANDARD

ISO
11406

First edition
1993-05-15

Commercial road vehicles — Mechanical coupling between towing vehicles with rear-mounted coupling and drawbar trailers — Interchangeability

*Véhicules routiers utilitaires — Accouplement mécanique entre véhicules
tracteurs à dispositif d'attelage arrière et remorques à train avant
directeur — Interchangeabilité*



Reference number
ISO 11406:1993(E)

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.

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.

International Standard ISO 11406 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Sub-Committee SC 15, *Interchangeability of components of commercial vehicles and buses*.

Annexes A, B and C of this International Standard are for information only.

© ISO 1993

All rights reserved. No part of this publication may be reproduced or utilized in any form or by any means, electronic or mechanical, including photocopying and microfilm, without permission in writing from the publisher.

International Organization for Standardization
Case Postale 56 • CH-1211 Genève 20 • Switzerland

Printed in Switzerland

Commercial road vehicles — Mechanical coupling between towing vehicles with rear-mounted coupling and drawbar trailers — Interchangeability

1 Scope

This International Standard lays down the requirements for the various elements and dimensions of a towing vehicle rear-mounted coupling and of a drawbar trailer, to ensure interchangeability.

NOTE 1 Annex B gives examples of different configurations of vehicle combinations: this International Standard deals only with No. B.1.1.

This International Standard applies to road trains for commercial transport of cargo of the greatest possible variety: it does not cover dedicated or special combinations. Nor does it specify limitations of maximum gross mass and overall dimensions, which are generally laid down by legislative requirements.

Vehicles whose couplings form the subject of this International Standard are not interchangeable with vehicles whose couplings are mounted forward and below (which form the subject of ISO 11407[2]).

2 Interchangeability dimensions

2.1 Distance between drawbar coupling axis and rear end of towing vehicle

This dimension, dimension A in figure 1, shall be a maximum of 420 mm.

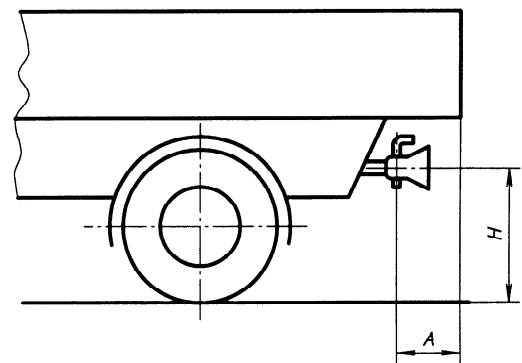


Figure 1 — Rear end of towing vehicle

2.2 Turning front of trailer

The turning front of the trailer, dimension C in figure 2, is the distance between the drawbar coupling axis and the cylindrical surface of revolution enclosing the front of the trailer, the axis of which is a vertical line passing through the pivot point of the front undercarriage of the trailer.

The minimum value of C, in millimetres, is determined by the equation

$$C_{\min} = \sqrt{\left(\frac{W}{2}\right)^2 + A^2} + S$$

where

- W is the vehicle width, in millimetres;
- A is as defined in 2.1;
- S is the clearance between the turning circles of the towing vehicle and the trailer, in millimetres.