



Road vehicles — Caravans and light trailers — Static load on ball couplings

Véhicules routiers — Caravanes et remorques légères — Charge statique sur les boules d'attelage

This Technical Report has been established by Technical Committee ISO/TC 22, *Road vehicles*.

It specifies different values from those presently retained by the group of experts on the construction of vehicles (WP 29 — ECE/ONU) for the limiting static load on the ball coupling.

This fact led Sub-Committee ISO/TC 22/SC 4, *Caravans and light trailers*, to propose that the document be published as a Technical Report as it was thought desirable to wait for clarification of the positions of the various countries with respect to ISO specifications and to the WP 29 draft regulation.

An addendum to allow for stabilizing hitches should also be prepared.

1 SCOPE

This Technical Report lays down the limiting values of static loads applied vertically by caravans or light trailers on ball couplings fitting to towing vehicles.

2 FIELD OF APPLICATION

This Technical Report applies to caravans and light trailers for which the maximum authorized weight does not exceed 3,5 tonnes.

It does not apply to unbraked trailers and twin-axle trailers.

3 REFERENCES

ISO 1103, *Road vehicles — Caravans and light trailers — Coupling ball — Dimensional characteristics*.

ISO 1176, *Road vehicles — Weights — Vocabulary*.

4 CONDITIONS FOR MEASUREMENT OF STATIC LOAD

4.1 The towed vehicle, caravan or trailer, shall be placed on a horizontal surface and the centre of engagement of the coupling ball within the coupling head shall be situated within the limits of height given in ISO 1103.

4.2 The value of the static load shall be measured along the vertical line of action passing through the centre of engagement of the coupling ball in the coupling head.

4.3 The caravan, or the light trailer, shall be loaded up to its maximum authorized weight. The loads shall be distributed according to the manufacturer's specification.