

Type-Approval Procedure Information System of the German Type-Approval Authority

Exceeding the rear axle load and the technically permissible maximum laden mass (maximum laden mass) in trailer operation for Class M1 and N1 vehicles; Directive 2007/46/EC and Regulation (EU) No. 1230/2012

This IST replaces IST no. 01-15

Question or problem:

With the amendment to the regulation concerning the masses and dimensions of motor vehicles, the wording of the section on the additional requirements for vehicles that can tow a trailer has also changed.

Wording of Directive 92/21/EEC, Annex II, 3.2.3.1:

"The technically permissible maximum load on the rear axle(s) may be exceeded by not more than 15 %, and the technically permissible maximum laden mass of the vehicle may be exceeded by not more than 10 % or 100 kg, whichever value is lower, to apply only for this particular usage, provided that the operating speed is restricted to 100 km/h or less."

Wording of the new Regulation (EU) no. 1230/2012, Annex I, 2.7.2.2:

"In the Member States where the road traffic legislation allows it, the manufacturer may indicate in an appropriate supporting document, such as the owner's manual or the maintenance book that the technically permissible maximum laden mass of the vehicle may be exceeded by not more than 10 % or 100 kg, whichever value is lower.

This allowance shall apply only when towing a trailer in the conditions specified in point 2.7.2.1 provided that the operating speed is restricted to 100 km/h or less."

A number of motor vehicle manufacturers have included information about a second additional total mass in trailer operation (e.g. "Technically permissible maximum laden mass in trailer operation") under 2.8 ff in the information sheet for whole vehicle type-approval and system approval masses and dimensions. This was accepted by the Kraftfahrt-Bundesamt (KBA) based on the wording of the repealed Directive 92/21/EEC, but such information is neither in accordance with the stipulations of IST no. 10-01 of the 13.06.2001, nor is it applicable or even binding for all member states based on the wording of Regulation (EU) no. 1230/2012. This information can also result in a lack of clarity or mistakes in the creation of datasets for the purpose of the international recognition of type-approvals.

Conclusion:

For type-approvals in accordance with Regulation (EU) no. 1230/2012 and whole vehicle type-approvals based upon this, the following applies:

Paragraph 2.7.2.2 of Regulation (EU) no. 1230/2012 does not invalidate the technical requirements of the preceding paragraphs.

Type-Approval Procedure Information System of the German Type-Approval Authority

What this means in concrete terms is that the technically permissible maximum laden mass for each variant/version has to be greater or equal to the mass in running order + mass of the optional equipment + number of seats not including the driver's seat x 75 kg + mass of the coupling device, if applicable.

The static load on the coupling point is included in the technically permissible maximum laden mass of the vehicle combination.

The specification of a second technically permissible maximum laden mass in trailer operation in the information sheet for whole vehicle type-approval and Regulation (EU) 1230/2012 is not in accordance with the regulation and will no longer be accepted in future.

If information on exceeding the permissible total mass is to be included for information purposes **in member states in which the road traffic legislation allows this**, it can be specified at a suitable point in the information sheet e.g. as follows:

Exceeding of the technically permissible maximum laden mass in trailer operation in **member states in which the road traffic legislation allows this**
(max. speed 100 km/h) in kg

0....100

This information can also be presented in table format and can correspondingly also be assigned to the exceeding of the permissible axle load on the rear axle.

For type-approvals in accordance with Directive 92/21/EEC and whole vehicle type-approvals based upon this:

The specification of a second technically permissible maximum laden mass in trailer operation in the information sheet for whole vehicle type-approval and Directive 92/21/EEC will no longer be accepted in future and will also be considered to be impermissible in the CoC.

If information on exceeding the technically permissible maximum laden mass is to be included, it can be specified at a suitable point in the information sheet e.g. as follows:

Exceeding the technically permissible mass in trailer operation (max. speed 100 km/h) in kg

0....100

This information can also be presented in table format and can correspondingly also be assigned to the exceeding of the permissible axle load on the rear axle.

In any event, information in the comments fields of the certificates of conformity or the approval documents needs to be adjusted accordingly. Here too information about a second technically permissible maximum laden mass in trailer operation is not allowed.

Type-Approval Procedure Information System of the German Type-Approval Authority

Example of recording the exceeding of the technically permissible maximum laden mass in trailer operation:

■ In application of Directive 92/21/EEC

CoC field 52: NO 16.1.: with +10 b. trailer operation*
ZB I field 22: F.1/F.2:+10 b. trailer operation

■ In application of Regulation (EU) no. 1230/2012

CoC field 52: NO 16.1.: +10 b. trailer operation in member states in which the road traffic legislation allows it*
ZB I field 22: **Not recorded** (Note: Germany is not one of the aforementioned member states, this is therefore not required in the national document.)

For exceeding of the rear axle load in trailer operation

■ In application of Directive 92/21/EEC or Regulation (EU) 1230/2012

CoC field 52: NO 16.2.: 2:+40 b. trailer operation*
ZB I field 22: 7.2/8.2.+40 b. trailer operation*

Flensburg, 15.07.2015
400-331/116
Volker Suwe