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Item 3 of the Provisional Agenda

REQUIREMENTS FOR VEHICLES

Remarks submitted by the Permanent International
Bureau of Motor Manufacturers

The Secretary-General has received the following comments from the Permanent International Bureau of Motor Manufacturers in reply to his letter of 19 April 1949, requesting comments on the agenda or working papers for the United Nations Conference on Road and Motor Transport.

Comments Submitted by

THE PERMANENT INTERNATIONAL BUREAU OF
AUTOMOBILE MANUFACTURERS

1. The groups of automobile manufacturers affiliated to the Permanent International Bureau have studied the working documents distributed with a view to the United Nations Conference which will meet at Geneva on 23 August 1949, to adopt a new Convention on road and motor transport.
2. They considered that their comments should apply mainly to the provisions concerning the technical characteristics and equipment of motor vehicles (Document E/CONF.8/3 - 7 March 1949 - Explanatory Memorandum and Draft Provisions - Chapter IV, Art. 16 to 21 - Annexes 1, 2, 5, 6, 7, 8, 9, 11).

DIMENSIONS AND WEIGHTS OF MOTOR VEHICLES

3. The automobile manufacturers consider that the development of international road transport calls for the speedy adoption, at least by all countries in the same geographical area, of common standards regarding the dimensions and weights of motor vehicles.
4. Having given due consideration to all the factors of the present situation, they agree that the standards listed below, which correspond fairly closely with Table I of the Memorandum, should be adopted, for a transitional period, for the circulation of vehicles on main international roads, it being understood that this measure would in no way restrict the greater facilities which are already granted by certain countries in their territory.

DIMENSIONS	FT.	IN.	METRES
Width	8	2-1/2	2.50
Height	13	1-1/2	4.00 (a)
Length			
Vehicles with two or more axles	39	4-1/2	12.00 (b)
Articulated Vehicles	45	11	14.00
Combination of vehicles one trailer	52	1/2	18.00
Combination of vehicles more than one trailer	72	2	22.00

Revised of 3 n. 50 Memorandum Table I

Revised of 10 and 11 n. Memorandum Table I



<u>WEIGHT (loaded):</u>	<u>LBS.</u>	<u>TONS (Metric)</u>
Per most heavily loaded axle	22,046	10
Vehicles with two axles	33,069	15
Vehicles with three axles	44,092	20
Vehicles with four axles or more	48,501	22
Articulated vehicles	44,092	20
Combination of vehicles	70,547	32

The automobile manufacturers would, however, draw the attention of the Conference to the following points:

5. The tendency to increase the tonnage of transport units is a general rule which applies to all means of transport, railways, shipping, air transport etc...

6. The reduction in the cost of transport per kilometre-ton is, to a great extent, dependent on the use of vehicles having a high ratio between the pay load and the total weight; this ratio increases sharply with the total weight of the vehicles.

7. A serious effort to adapt road systems for heavy vehicle traffic is justified. Although the vehicles in this category may appear few in number compared with the total number of motor vehicles, they are playing an increasingly important economic role because of their high pay load and the intensive manner in which they are employed. (Heavy transport vehicles cover annually 50,000 to 70,000 kilometres; some exceed 100,000 kilometres).

8. The maximum load hitherto permitted on the highways may be revised in the light of the technical evolution of pneumatic tyres and suspension. The pneumatic tyre tends to lessen the specific pressure on the ground by distributing the pressure over a greater surface. The suspension together with the pneumatic tyre contributes to lessen the effects of dynamic stress on the surface and the road-bed.

9. Likewise, the technical improvement in braking permits the circulation of progressively heavier and faster vehicles without danger to security.

10. The principle that the highway should be adapted to meet traffic requirements being universally accepted, it is essential that a programme for the improvement or construction of a road system which is spread over a long period (15 to 30 years) should from the outset take into account the traffic which this system will have to carry on its completion. Past experience, in the United States as well as in Europe, has shown that in this field, forecasts have always proved inadequate.

11. For all these reasons the automobile manufacturers consider that programmes for the improvement of the "network of main international traffic arteries" and the construction of new main roads should be drawn up in relation to the dimensions and weights of vehicles mentioned hereunder which correspond, in their opinion, to traffic requirements in the near future. These figures are very close to those appearing in Table 2 of the Memorandum.

DIMENSIONS	<u>FT.</u>	<u>IN.</u>	<u>METRES</u>
Width	8	2-1/2	2.50
Height	13	1-1/2	4.00
Length - Vehicles with two axles	39	4-1/2	12.00 (a)
Vehicles with three or more axles	39	4-1/2	12.00
Articulated vehicles	51		15.50 (b)
Combination of vehicles with one or more trailers	78	9	24
WEIGHT (loaded):	<u>LBS.</u>	<u>TONS (Metric)</u>	
Per most heavily loaded axle	28,660	13	
Vehicles with two axles	41,887	19	
Vehicles with three axles	57,320	26	
Vehicles with four or more axles	57,320	26	
Articulated vehicles	99,208	45 (*a)	
Combination of vehicles	99,208	45 (*b)	

EQUIPMENT OF VEHICLES

12. In general, the automobile manufacturers recommend that the provisions governing technical requirements and the equipment should define the objectives to be aimed at without fixing too rigid methods of attaining them. Indeed, it is essential that a certain degree of latitude be left to manufacturers in their choice of technical solutions, lest progress be hampered.

13. Desirous of improving the safety of traffic to the greatest possible extent, they approve, as a whole, the provisions set out in the annexes, and in particular those concerning braking and lighting, which were drawn up in the light of the recommendations made by Committee No. 22

(a) instead of 11 m. Memorandum Table 2

(b) instead of 14 m. Memorandum Table 2

(*a) instead of 26 T. Memorandum Table 2

(*b) instead of 40 T. Memorandum Table 2

(Automobile) of the International Organization for Standardization (I.S.O.). They reserve the right, however, to propose a few minor amendments during the final discussion of the draft.

14. Lastly, the automobile manufacturers wish to draw the attention of the Conference to the fact that needlessly complex regulations might affect both the cost of the automobile manufacture and the running costs.
