
INTERNATIONAL STANDARD



3833

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Road vehicles — Types — Terms and definitions

Véhicules routiers — Types — Dénominations et définitions

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FOREWORD

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up 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.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 3833 was developed by Technical Committee ISO/TC 22, *Road vehicles*. This second edition was submitted directly to the ISO Council, in accordance with clause 6.12.1 of the Directives for the technical work of ISO. It cancels and replaces the first edition (i.e. ISO 3833-1976) and ISO 3833-1976/Addendum 1.

The first edition had been approved by the member bodies of the following countries :

Australia	Hungary	Spain
Austria	Iran	Sweden
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Bulgaria	Japan	Turkey
Chile	Netherlands	United Kingdom
Finland	New Zealand	Yugoslavia
France*	Poland	
Germany	South Africa, Rep. of	

* with the exception of item 3.1.1.4.1.

The member body of the following country had expressed disapproval of the document on technical grounds :

Czechoslovakia

ISO 3833-1976/Addendum 1 (items 3.4 and 3.5 in the present document) had been approved by the member bodies of the following countries :

Austria	Iran	Romania
Belgium	Italy	South Africa, Rep. of
Brazil	Japan	Spain
Czechoslovakia	Mexico	Sweden
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The member bodies of the following countries had expressed disapproval of the document on technical grounds :

Australia
India
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Road vehicles — Types — Terms and definitions

1 SCOPE

This International Standard defines terms relating to some types of road vehicles designated according to certain design and technical characteristics.

The terms do not take into account whether the vehicles and certain combinations are authorized or not in a given country.

2 FIELD OF APPLICATION

The provisions of this International Standard apply to all vehicles designed for road circulation (motor vehicles,

towed vehicles, combinations of vehicles, mopeds, motorcycles).

This International Standard does not cover vehicles such as agricultural tractors, which are only incidentally used for the carriage of persons or goods by road or for towing, on the road, vehicles used for the carriage of persons or goods.

3 TERMS AND DEFINITIONS

NOTE — Where applicable, the corresponding term as defined in the appropriate paragraph of Article 1 of the Convention on Road Traffic of the UNO Conference held in Vienna in 1968 is indicated, in parentheses, after a term.

3.1 MOTOR VEHICLE (*term p*)

Any power-driven road vehicle which has four or more wheels¹⁾, which is not rail borne, and which is normally used for :

- carrying persons and/or goods;
- towing vehicles used for the carriage of persons and/or goods;
- special service.

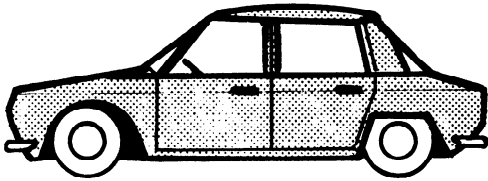
This term includes :

- a) vehicles connected to an electric conductor, for example trolley buses;
- b) three-wheeled vehicles whose complete vehicle kerb weight²⁾ exceeds 400 kg.³⁾

No.	Term	Definition	Drawing
3.1.1	PASSENGER CAR	A motor vehicle (3.1) which, on account of its design and appointments, is intended mainly for carrying persons and their luggage and/or goods, and which has available a maximum of nine seating places, including the driving seat. It may also tow a trailer.	See items 3.1.1.1 to 3.1.1.8 below.

NOTE — Some of the terms below may include so-called "sports cars".

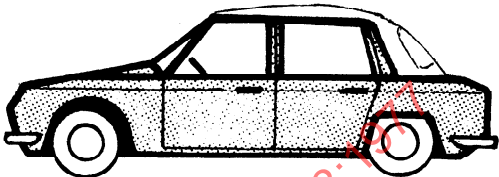
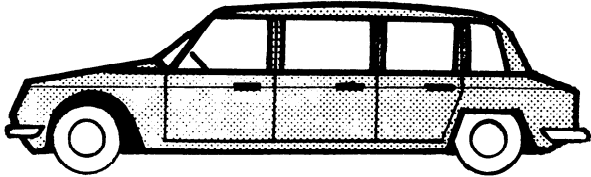
In the following definitions, a window is a glass opening which may comprise one or several panes (example : a vent window is an element of a window).

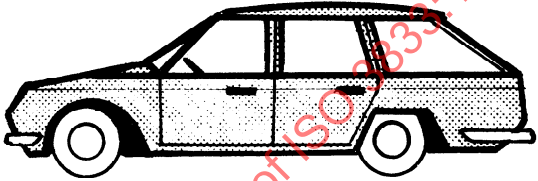
3.1.1.1	saloon (sedan)	<i>Body</i> Closed, with or without central pillar to side windows. <i>Hood/Roof</i> Fixed, rigid roof. A portion of the roof may, however, be openable. <i>Accommodation</i> 4 or more seats in at least 2 rows. <i>Doors</i> 2 or 4 side doors. There may also be a rear opening. <i>Windows</i> 4 side windows. NOTE — If the two side windows are not divided by a central pillar, this car may be called "coach".	
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1) Some three-wheeled vehicles, as defined in b), are also treated as motor vehicles.

2) See ISO 1176, No. 4.6.

3) Three-wheeled vehicles whose complete vehicle kerb weight is less than or equal to 400 kg are treated as motorcycles (3.5).

No.	Term	Definition	Drawing
3.1.1.2	convertible saloon	<i>Body</i> Openable. <i>Hood/Roof</i> The side-wall frame is stationary and the remainder is retractable. <i>Accommodation</i> 4 or more seats, in at least 2 rows. <i>Doors</i> 2 or 4 side doors. <i>Windows</i> 4 or more side windows.	
3.1.1.3	pullman saloon (pullman sedan) (executive limousine)	<i>Body</i> Closed. There may be a partition between the front and rear seats. <i>Hood/Roof</i> Fixed, rigid roof. A portion of the roof may, however, be openable. <i>Accommodation</i> 4 or more seats in at least 2 rows. Folding seats, in front of the rear seats, are possible. <i>Doors</i> 4 or 6 side doors. There may also be a rear opening. <i>Windows</i> 6 or more side windows.	

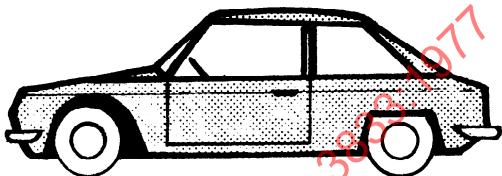
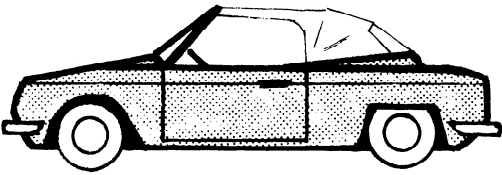
No.	Term	Definition	Drawing
3.1.1.4	station wagon	<i>Body</i> Closed. Rear shape is designed in order to give a larger interior volume. <i>Hood/Roof</i> Fixed, rigid roof. A portion of the roof may, however, be openable. <i>Accommodation</i> 4 or more seats in at least 2 rows. The row or rows of seats may have forward-foldable backs or be removable to provide a load platform. <i>Doors</i> 2 or 4 side doors and a rear opening. <i>Windows</i> 4 or more side windows.	

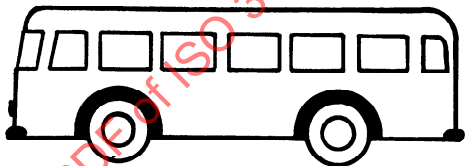
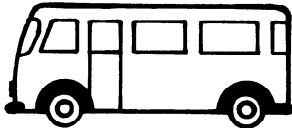
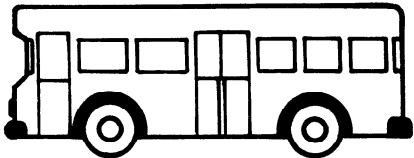
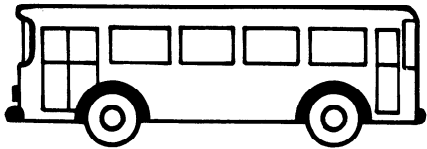
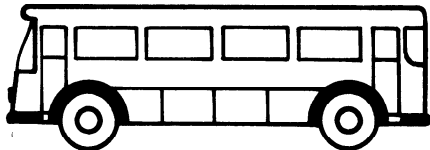
No.	Term	Definition	Drawing
3.1.1.4.1	truck station wagon	A passenger car (3.1.1) derived from a commercial vehicle (3.1.3). <i>Body</i> Closed. <i>Hood/Roof</i> Fixed, rigid roof. A portion of the roof may, however, be openable or capable of being elevated. <i>Accommodation</i> 4 or more seats, in at least 2 rows. The rear seats may be removable or may have foldable backs to provide a load platform. <i>Doors</i> 2, 3 or 4 side doors and a rear opening. <i>Windows</i> 4 or more side windows. <i>Seat height</i> The point R¹⁾ of the driver's seat shall be at least 750 mm above the surface supporting the vehicle, when measured at complete vehicle kerb weight (see ISO 1176 No. 4.6).	

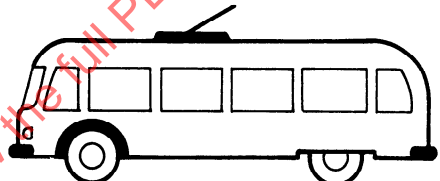
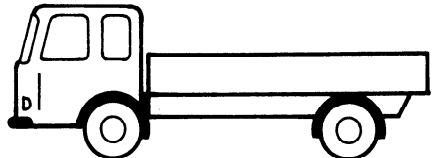
1) The point R, being the "seating reference point", is the manufacturer's design point which establishes the rearmost normal position of each seat provided by the vehicle manufacturer : it has co-ordinates established relative to the designed vehicle structure and simulates the position of the pivot centre of the human torso and thigh (the point H).

While awaiting the publication of an International Standard dealing with this subject, verification of the position of point H can be made in accordance with the information given in Annex 4 of document E/ECE/324/REV.1/ADD.13 of the Economic Commission for Europe of the United Nations. This document is entitled : *Agreement concerning the adoption of uniform conditions of approval and reciprocal recognition of approval for motor vehicle equipment and parts* — done at GENEVA on 20 March 1958 — Addendum 13 : Regulation No. 14 to be annexed to the Agreement : *Uniform provisions concerning the approval of vehicles with regard to safety belt anchorages on passenger cars*.

The checking of the relationship between the two points will be considered satisfactory for the particular position in question, provided that the co-ordinates of the point H lie within a longitudinal rectangle whose horizontal and vertical sides are 30 mm and 20 mm respectively and whose diagonals intersect at the point R.

No.	Term	Definition	Drawing
3.1.1.5	coupé	<i>Body</i> Closed. Usually, limited rear volume. <i>Hood/Roof</i> Fixed, rigid roof. A portion of the roof may, however, be openable. <i>Accommodation</i> 2 or more seats in at least 1 row. <i>Doors</i> 2 side doors. There may also be a rear opening. <i>Windows</i> 2 or more side windows.	
3.1.1.6	convertible (open tourer) (roadster) (spider)	<i>Body</i> Openable. <i>Hood/Roof</i> The roof, soft or rigid, has at least 2 positions : in the first one it covers the body; in the second one it is retracted. <i>Accommodation</i> 2 or more seats in at least 1 row. <i>Doors</i> 2 or 4 side doors. <i>Windows</i> 2 or more side windows.	
3.1.1.7	multipurpose passenger car	<i>Body</i> Closed, open or openable. This passenger car is designed to facilitate the occasional transportation of goods. <i>Accommodation</i> 1 or more seats.	

No.	Term	Definition	Drawing
3.1.1.8	forward control passenger car	A passenger car (3.1.1) in which the centre of the steering wheel is in the forward quarter of the vehicle's total length (including bumpers and over-riders, if any).	
3.1.1.9	special passenger car	A passenger car (3.1.1) whose characteristics are included in none of the above-mentioned categories (see 3.1.4).	
3.1.2	BUS	A motor vehicle (3.1) which, on account of its design and appointments, is intended for carrying persons and luggage, and which has more than nine seating places, including the driving seat. It may have one or two decks and may also tow a trailer.	
3.1.2.1	minibus	A single-deck bus (3.1.2) having not more than seventeen seating places, including the driving seat.	
3.1.2.2	urban bus	A bus (3.1.2) which is designed and equipped for urban and suburban use; this class of vehicle has seats and places intended for standing passengers, and allows for the movement of passengers corresponding to frequent stops.	
3.1.2.3	interurban coach	A bus (3.1.2) which is designed and equipped for interurban transport. This vehicle has no place which is specifically intended for standing passengers, but it can carry standing passengers for short distances in the gangway.	
3.1.2.4	long distance coach	A bus (3.1.2) which is designed and equipped for long distance journeys; this vehicle is concerned with the comfort of its seated passengers, and standing passengers are not carried.	

No.	Term	Definition	Drawing
3.1.2.5	articulated bus	A bus (3.1.2) which is composed of two rigid sections connected by an articulated joint. On this type of vehicle the passenger accommodation spaces situated in each rigid section communicate. The free circulation of passengers from one rigid section to the other is assured through the articulated joint. It can be equipped as covered in 3.1.2.2 to 3.1.2.4. Connection between the two sections and disconnection of the two sections can be performed in the workshop only.	
3.1.2.6	trolley bus	A bus (3.1.2) which is electrically propelled through a trolley line. It can be assigned to the services and be equipped as covered in 3.1.2.2, 3.1.2.3, and 3.1.2.5 above.	
3.1.2.7	special bus	A bus (3.1.2) whose characteristics are included in none of the above-mentioned categories (see 3.1.4).	
3.1.3	COMMERCIAL VEHICLE	A motor vehicle (3.1) which, on account of its design and appointments, is used mainly for conveying goods. It may also tow a trailer.	
3.1.3.1	special commercial vehicle	A commercial vehicle (3.1.3) whose characteristics are included in none of the above-mentioned categories (see 3.1.4).	