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Road vehicles — Determination of centre of gravity

Véhicules routiers — Détermination du centre de gravité



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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.

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The main task of technical committees is to prepare International Standards. 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.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 10392 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 9, *Vehicle dynamics and road-holding ability*.

This second edition cancels and replaces the first edition (ISO 10392:1992). Clause 7 has been added.

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Introduction

Two methods for determining the height of the centre of gravity above the ground are presented. The first method, the axle lift method, was the only method contained in ISO 10392:1992. The second method, a stable pendulum method, was added to this second edition of ISO 10392. The model, assumptions, and measurements used for the stable pendulum method have many analogies to the unstable pendulum method (often referred to as the tilt table method). Clause 7 includes a brief discussion of the unstable pendulum method for determining vehicle centre of gravity (CG) height. Other procedures such as vertical balance methods and vehicle hang methods are also used.