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## Road vehicles – Dimensional codes for passenger cars

### ERRATUM

#### *Page 10*

Sub-clause 7.3.5, Definition column, second line, last word “reat” should read “rear”.

#### *Page 18*

Figure 7 : Codes “ISO-W1” and “(ISO-W2)” should read “ISO-W3” and “(ISO-W4)” respectively.

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# Road vehicles — Dimensional codes for passenger cars

*Véhicules routiers — Code de dimensions pour voitures particulières*

First edition — 1979-11-01

## 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 4131 was developed by Technical Committee ISO/TC 22, *Road vehicles*, and was circulated to the member bodies in February 1978.

It has been approved by the member bodies of the following countries :

Austria	Japan	Spain
Belgium	Korea, Dem. P. Rep. of	Sweden
Brazil	Korea, Rep. of	Switzerland
Czechoslovakia	Mexico	United Kingdom
France	Netherlands	USA
Germany, F. R.	Poland	USSR
Iran	Romania	
Italy	South Africa, Rep. of	

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

Australia

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# Road vehicles — Dimensional codes for passenger cars

## 1 SCOPE AND FIELD OF APPLICATION

This International Standard establishes dimensional codes for passenger cars as defined in ISO 3833 and for commercial vehicles which are derived from passenger cars, to be used for the exchange of vehicle data and their electronic processing.

## 2 REFERENCES

ISO 612, *Road vehicles — Dimensions of motor vehicles and towed vehicles — Terms and definitions.*

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

ISO 2958, *Road vehicles — Exterior protection for passenger cars.*

ISO 3409, *Passenger cars — Lateral spacing of foot controls.*

ISO 3832, *Road vehicles — Luggage compartments of passenger cars — Method of measuring the reference volume.*

ISO 3833, *Road vehicles — Types — Terms and definitions.*

ISO 4130, *Road vehicles — Three-dimensional reference system and fiducial marks — Definitions.*

## 3 CODING SYSTEM

Each dimension considered in this International Standard is assigned a code, which is composed of three parts :

### 3.1 The prefix "ISO"

This prefix is intended to avoid any confusion with other existing coding systems.

3.2 A capital letter which denotes the type of dimension considered :

- L for length
- H for height
- W for width
- D for diameter
- V for volume

L, H or W for an angle according to whether it is dimensioned with respect to the zero X, Z or Y plane.

### 3.3 A number,

- from 1 up to and including 99 for internal dimensions;
- from 100 up to and including 199 for external dimensions.

## 4 DEFINITIONS

NOTE — Throughout this International Standard, unless otherwise stated, the supporting surface is conventionally horizontal, lengths and widths are measured in a horizontal plane, and heights are measured in a vertical plane.

For the purpose of this International Standard, the following definitions apply :

- 4.1 **complete vehicle kerb weight** : As defined in ISO 1176.
- 4.2 **maximum authorized total weight** : As defined in ISO 1176.
- 4.3 **design load** : As defined in ISO 2958 or by the manufacturer.
- 4.4 **zero X, Y and Z planes** : Three dimensional reference system, as defined in ISO 4130.
- 4.5 **x, y and z planes** : Planes parallel to their respective zero X, Y and Z planes (4.4).
- 4.6 **fiducial marks** : As defined in ISO 4130.
- 4.7 **R-point** : 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. This point is also called "seating reference point".