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First edition
2003-03-15

Road vehicles — Drawbar couplings, drawbar eyes, fifth wheel kingpins, hook couplings and toroidal eyes — Wear limits for in-use mechanical couplings

Véhicules routiers — Chapes d'attelage, anneaux de remorquage, pivots d'attelage, attelages à crochet et anneaux de timon toriques — Limites d'usure pour les dispositifs d'attelage mécaniques en service



Reference number
ISO/TS 20825:2003(E)

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Published in Switzerland

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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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

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.

In other circumstances, particularly when there is an urgent market requirement for such documents, a technical committee may decide to publish other types of normative document:

- an ISO Publicly Available Specification (ISO/PAS) represents an agreement between technical experts in an ISO working group and is accepted for publication if it is approved by more than 50 % of the members of the parent committee casting a vote;
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An ISO/PAS or ISO/TS is reviewed after three years in order to decide whether it will be confirmed for a further three years, revised to become an International Standard, or withdrawn. If the ISO/PAS or ISO/TS is confirmed, it is reviewed again after a further three years, at which time it must either be transformed into an International Standard or be withdrawn.

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/TS 20825 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 15, *Interchangeability of components of commercial vehicles and buses*.

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Introduction

This Technical Specification is intended to provide limits to the wear of standardized mechanical couplings mounted on heavy commercial vehicles, in order to ensure their safe on-road operation.

This Technical Specification has been considered necessary because the lack of any compulsory requirement applicable to the allowable wear of mechanical couplings has meant that the competent authorities, when checking in-use vehicles, make reference only to the design dimensions of standardized mechanical couplings. Nor have they been taking into consideration the wear limits indicated by each mechanical coupling manufacturer on the instructions for use and maintenance of the coupling.

This Technical Specification is addressed to all parties involved in the safe use of heavy commercial vehicles, i.e. the owner, any competent person who conducts the periodical maintenance and the competent authorities conducting the periodical inspection and check of in-use vehicles.