
**Road vehicles — Product data
exchange between chassis and
bodywork manufacturers (BEP) —**

**Part 3:
General, mass and administrative
exchange parameters**

*Véhicules routiers — Échange de données de produit entre les
fabricants de châssis et de carrosseries (BEP) —*

Partie 3: Paramètres d'échange généraux, de masse et administratifs





COPYRIGHT PROTECTED DOCUMENT

© ISO 2020

All rights reserved. Unless otherwise specified, or required in the context of its implementation, no part of this publication may be reproduced or utilized otherwise in any form or by any means, electronic or mechanical, including photocopying, or posting on the internet or an intranet, without prior written permission. Permission can be requested from either ISO at the address below or ISO's member body in the country of the requester.

ISO copyright office
CP 401 • Ch. de Blandonnet 8
CH-1214 Vernier, Geneva
Phone: +41 22 749 01 11
Email: copyright@iso.org
Website: www.iso.org

Published in Switzerland

Contents

Page

Foreword	iv
Introduction	v
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Coding principles	2
4.1 BEP codes of truck chassis and bodywork.....	2
4.2 Numbering.....	2
4.3 Code assignment and description.....	3
4.4 Priority.....	3
4.5 Loading condition.....	3
4.6 Presented in.....	3
4.7 Related XML coding.....	3
5 BEP code assignment and description	4
5.1 General codes.....	4
5.2 Mass codes.....	6
5.3 Administrative codes.....	9
Annex A (informative) Axle configuration designations	11
Annex B (normative) XML coding related to this document	13
Bibliography	18

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.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 22 *Road vehicles*, Subcommittee SC 40, *Specific aspects for light and heavy commercial vehicles, busses and trailers*.

This second edition cancels and replaces the first edition (ISO 21308-3:2007), which has been technically revised.

The main changes compared to the previous edition are as follows:

- addition of new codes based on the experiences from the first edition;
- addition of [Annex B](#) showing specific XML coding for this part.

A list of all parts in the ISO 21308 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

Truck chassis manufacturers deal with configuration of chassis in infinite numbers of possible combinations, and bodywork manufacturers produce highly customized superstructures on these chassis. Bodywork manufacturers build their superstructures on chassis of several different truck brands.

The production efficiency of a specific truck chassis and its body combinations can be greatly improved by achieving the correct technical and commercial information about the specific chassis communicated in advance with the bodywork manufacturer. The information must be reliable and give the bodywork manufacturer confidence to prefabricate the body or the superstructure before the chassis is delivered. With uniform conditions, unambiguous dimensions and supplementary information can be established, transferred and correctly interpreted by the receiver. Increased information efficiency will improve the quality and reduce the lead times.

The ISO 21308 series specifies a generic system of codes for exchanging specific data between truck chassis manufacturers and bodywork manufacturers, providing a platform for efficient communication between the parties. It applies to commercial vehicles as defined in ISO 3833, having a maximum gross vehicle mass above 3 500 kg.

Exchanging codes in accordance with the ISO 21308 series is useful in various situations, for example, for design and manufacturing, technical specifications, technical drawings and leaflets.

The codes can be communicated via, for example spreadsheet or XML, or a data exchange system based on the STEP protocol.

Road vehicles — Product data exchange between chassis and bodywork manufacturers (BEP) —

Part 3: General, mass and administrative exchange parameters

1 Scope

This document provides codes for the exchange of general, mass and administrative information between truck chassis manufacturers and bodywork manufacturers.

The process of exchanging the above information can involve:

- chassis manufacturer;
- chassis importer;
- chassis dealer;
- one or more bodywork manufacturers;
- bodywork component suppliers, e.g. manufacturers of demountable bodies, cranes and loading equipment, tipping equipment.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

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

ISO 1176, *Road vehicles — Masses — Vocabulary and codes*

ISO 7656, *Commercial road vehicles — Dimensional codes*

ISO 21308-1, *Road vehicles — Product data exchange between chassis and bodywork manufacturers (BEP) — Part 1: General principles*

ISO 21308-2, *Road vehicles — Product data exchange between chassis and bodywork manufacturers (BEP) — Part 2: Dimensional bodywork exchange parameters*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 612, ISO 1176, ISO 7656, ISO 21308-2 apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <http://www.electropedia.org/>