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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 47046-2026

**Test method for the dynamic lateral stability of utility all-terrain
vehicles**

多功能全地形车动态侧向稳定性试验方法

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Foreword

This document complies with the provisions of GB/T 1.1-2020 "Standardization Work Guidelines Part

1.Structure and Drafting Rules of Standardization Documents". Drafting. Please note that some content in this document may involve patents. The issuing organization of this document assumes no responsibility for identifying patents. This document was proposed and is under the jurisdiction of the National Technical Committee on Standardization of Four-Wheel All-Terrain Vehicles (SAC/TC344). This document was drafted by: Jiangsu Linhai Power Machinery Group Co., Ltd., and Shanghai Motor Vehicle Inspection and Certification Technology Research Center Co., Ltd. China Quality Certification Center Co., Ltd., Tianjin Internal Combustion Engine Research Institute (Tianjin Motorcycle Technology Center), Zhejiang CFMOTO Power Co., Ltd. Segway Technology Co., Ltd., Taizhou Yiku New Energy Technology Co., Ltd., Zhejiang Zhanxiang Technology Co., Ltd., and Zhejiang Zuanbao Electric Vehicle Co., Ltd. Limited Liability Company. The main drafters of this document are. Dai Lei, Zhang Sichong, Lu Jin, Gao Jun, Guo Lingsong, Ding Jianli, Liu Yuangang, Lei Lei, Fu Yuqiang, and Sun Youguo. Wang Luhua. Test method for dynamic lateral stability of multi-functional all-terrain vehicles

1 Scope

GB/T 47046-2026 is the Chinese national standard covering how a utility ATV is tested against rollover - a vehicle with a high centre of gravity, a short wheelbase and no cab, whose rollovers are the commonest cause of death on farms and sites where they are used. First edition. It was issued on 28 January 2026 and has been in force since 1 August 2026, as a first edition. The document is under the responsibility of the Standardization Administration of China. This page is published from the official record of the 2026 edition; the clause text of a standard this recent is not yet in circulation, and the figures, limits and

tables it contains are those of the document itself, delivered in full with the English translation.

This document describes the test instruments, equipment, apparatus, test conditions, and test methods for dynamic lateral stability testing of multi-functional all-terrain vehicles. Experimental records. This document applies to multi-functional all-terrain vehicles (hereinafter referred to as "vehicles").

2 Normative references

The contents of the following documents, through normative references within the text, constitute essential provisions of this document. Dated citations are not included. For references to documents, only the version corresponding to that date applies to this document; for undated references, the latest version (including all amendments) applies. This document.

GB/T 24936 All-Terrain Vehicle Terminology

GB/T 32229 Road Test Methods for All-Terrain Vehicles

GB/T 33436 Test Methods for Reliability and Durability of Four-Wheel All-Terrain Vehicles

GB/T 34604 Terminology for Handling Stability of All-Terrain Vehicles

3 Terms and Definitions

The terms and definitions defined in GB/T 24936, GB/T 32229, GB/T 33436 and GB/T 34604, as well as the following terms and definitions, apply to this document. document.

3.1 The inherent anti-roll capability of a vehicle when it is subjected to lateral forces during cornering.

3.2 The inherent anti-roll capability of a vehicle when it is subjected to lateral forces while turning left.

3.3 The inherent anti-roll capability of a vehicle when it is subjected to lateral forces while turning right.

3.4 J-turn test A test to evaluate the vehicle's resistance to rollover when it abruptly transitions from straight-line driving to a J-shaped curve.

3.5 rolangle The maximum angle between the vehicle body and the ground when the vehicle is turning.

3.6 Lateral acceleration The acceleration generated by the lateral thrust due to tire friction when a vehicle turns is the acceleration vector of the vehicle's center of mass (or sprung center of mass) along the y-axis.