



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.29/GRRF/2009/32
3 July 2009

Original: ENGLISH
ENGLISH AND FRENCH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Brakes and Running Gear

Sixty-sixth session

Geneva, 15-17 September 2009

Item 6 of the provisional agenda

**REGULATION No. 55
(Mechanical couplings)**

Proposal for amendments to Regulation No. 55

Submitted by the expert from the United Kingdom*

The text reproduced below was prepared by the expert from the United Kingdom to insert into Regulation No. 55 a provision to attach a secondary coupling device to an unbraked O₁ trailer. The proposal is based on document ECE/TRANS/WP.29/GRRF/2009/13. The modifications to the existing text of the Regulation are marked in bold characters or as strikethrough.

* In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Insert a new paragraph 2.16., to read:

"2.16. "Secondary coupling device" means a chain, wire rope, etc., fitted to a Class B coupling head as defined in paragraph 2.6.2., capable in the event of separation of the main coupling, of preventing the trailer drawbar from touching the ground and providing some residual steering action on the trailer."

Annex 1

Insert a new paragraph 9.4., to read:

"9.4. For class B coupling heads, is the coupling head intended to be fitted to an unbraked O₁ trailer:.....Yes/No 2/"

Annex 5

Paragraph 1.5., amend to read:

"1.5. Manufacturers of towing brackets shall incorporate attachment points to which either secondary couplings or devices necessary to enable the trailer to be stopped automatically in the event of separation of the main coupling, may be attached. ~~This requirement is necessary to enable the vehicle to comply with the requirements of paragraph 5.2.2.9. of UNECE Regulation No. 13 Uniform Provisions concerning the approval of vehicles of categories M, N and O with regard to braking.~~"

Paragraph 2.1., amend to read:

"2.1. Coupling heads of Class B50retain the prescribed characteristics.

Coupling heads intended to be fitted to unbraked O₁ trailers shall be fitted with a secondary coupling device or at least attachment point(s) to permit the connection of a secondary coupling device(s). The attachment point(s) shall be positioned such that when in use, the secondary coupling device(s) does not restrict the normal articulation of the coupling.

Coupling heads shall be designed the wear of the coupling devices."

Annex 6

Insert a new paragraph 3.2.4., to read:

"3.2.4. The secondary coupling device(s) attachment point(s) referred to in Annex 5, paragraph 2.1. shall withstand a static force equivalent to 2D with a maximum of 15 kN."

B. JUSTIFICATION

The Working Party on Brakes and running Gear (GRRF) requested the expert from the United Kingdom to prepare a proposal for amendment to Regulation No. 55 including the comments from the experts and clarifying the requirements for a secondary coupling device attachment.

Currently, there is a requirement in Regulation No. 13 for braked trailers to be fitted with a device which automatically applies the brakes in the event of a separation of the main coupling. Alternatively for trailers with a maximum authorised mass not exceeding 1500 kg, a secondary coupling (chain, wire rope, etc.) may be fitted, which, in the event of a separation of the main coupling, will prevent the trailer drawbar ('A' frame) from touching the ground and provide some steering. This proposal reduces the scope for fitment of secondary coupling devices to unbraked trailers; i.e. those with a maximum total axle weight not exceeding 750 kg.

Regulation No. 13 stipulates:

"5.2.2. Vehicles of category O

5.2.2.1. Trailers of category O₁ need not be equipped with a service braking system; however, if a trailer of this category is equipped with a service braking system, it must satisfy the same requirements as a trailer of category O₂.

.....

5.2.2.9. The braking systems must be such that the trailer is stopped automatically if the coupling separates while the trailer is in motion. However, this provision shall not apply to trailers with a maximum mass not exceeding 1.5 tonnes, on the condition that the trailers are equipped with, in addition to the coupling device, a secondary coupling (chain, wire rope, etc.) capable, in the event of separation of the main coupling, of preventing the drawbar from touching the ground and providing some residual steering action on the trailer."

It is not absolutely clear from paragraph 5.2.2.9. above that this provision applies to unbraked O₁ trailers. However, from a road safety perspective, it is paramount that a secondary coupling is fitted to unbraked trailers. Therefore, it seems reasonable to remove the secondary coupling provision from Regulation No. 13 and incorporate it in Regulation No. 55.
