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Item 4 of the provisional agenda

Regulation No. 55 (Mechanical couplings)

Proposal for amendments to Regulation No. 55 (Mechanical couplings)

Submitted by the expert from Germany*

The text reproduced below was prepared by the expert from Germany to clarify the present text of Regulation No. 55. The modifications to the existing text of the Regulation are marked in bold for new and strikethrough for deleted characters.

* 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 the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Paragraph 2.6.13., amend to read:

"2.6.13. Class T Non-standard, non-automatic dedicated drawbar type couplings **—with or without jaw, with or without coupling pin—** which are able to be separated only by the use of tools and are typically used for trailers of car transporters. They shall be approved as a matched pair."

Paragraph 2.9., amend to read:

"2.9. Remote indicators are devices and components which give an indication ~~in~~ ~~the vehicle cab~~ that coupling has been effected and that the locking devices have engaged."

Annex 4, after table 1, insert the following note, to read:

"Note: In case of drawbars for full trailers with free movement in the vertical plane the maximum permissible axle mass of the steered axle A_v shall be indicated."

Annex 5, paragraphs 11. and 11.1., amend to read:

"11. Dedicated drawbar type couplings **—with or without jaw, with or without coupling pin—** Class T

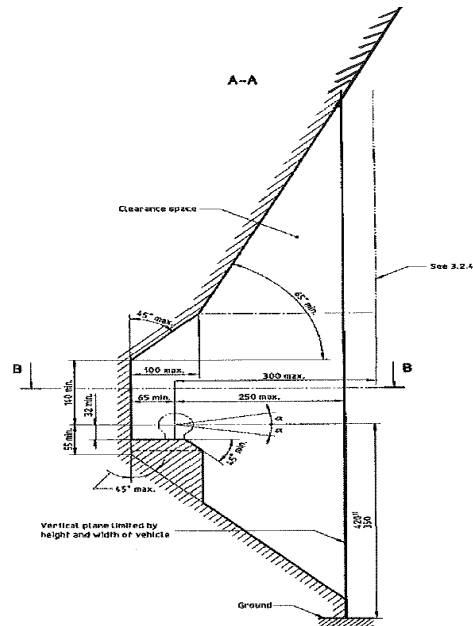
11.1. Class T dedicated drawbar type couplings **—with or without jaw, with or without coupling pin—** are intended for use on specific vehicle combinations, for example, car transporters. These vehicles have special structures and may need particular and unusual location of the coupling."

Annex 6, paragraph 3.3.3.2., the note to table 14, amend to read:

"Note: In the case of Class T dedicated drawbar couplings —with or without jaw, with or without coupling pin— these values shall be reduced to $\pm 0.5D_c$ and $\pm 0.5V$."

Annex 7, figure 25(a), amend to read:

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II. Justification

1. The international interpretation of the expression “drawbar type coupling” is a coupling similar to class C50 couplings with a jaw and a coupling bolt. In fact, most of approved class T couplings have neither a coupling jaw nor a coupling bolt. This needs to be clarified.
2. A remote indication is used in any case when the closed and safe coupling cannot be controlled directly in a visual way. It is not necessary for the remote indication to be placed in the vehicle cab. Apart from fully automatic couplings, the driver must connect the electrical and pneumatic connectors anyway. In annex 6, item 12, this restriction is not given.
3. The Av-Value is defined and used to calculate the bending resistance of a drawbar. Missing the Av-value as an indicator of sufficient resistance has caused damaged drawbars. These drawbars have been designed and calculated for full trailers with single steered axles (9 tons) but mounted on full trailers with a tandem steered axle of 18 tonnes. Only with D-value indication this problem is not covered.
4. In the figure, the end of the line limiting the clearance zone above the ball ends together with the vertical line used to show the horizontal distance. The purpose of the requirement is to take respect also to any supplement contour or device as lifts, forks, combustors and this on. Also these parts can cause injuries while handling the coupling.