



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### Working Party on Brakes and Running Gear

#### Sixty-ninth session

Geneva, 1–4 February 2011

Item 4 of the provisional agenda

#### Regulation No. 55 (Mechanical couplings)

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

#### **Submitted by the experts from the International Organization of Motor Vehicle Manufacturers and the European Association of Automotive Suppliers \***

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA) and the European Association of Automotive Suppliers (CLEPA) to clarify the definition of secondary coupling device. It is based on informal document GRRF-68-05 distributed during the sixty-eighth session of the Working Party on Brakes and Running Gear (GRRF). The modifications to the existing text of the Regulation are marked in bold for new and strikethrough for deleted characters.

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\* 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 2.16., amend 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~~ **ensuring that the trailer remains connected to the towing vehicle and that there is providing** some residual steering action ~~on the trailer.~~”

## II. Justification

1. At its sixty-seventh session, GRRF adopted ECE/TRANS/WP.29/GRRF/2009/32, slightly amended, to insert into Regulation No. 55 a provision to attach a secondary coupling device to an unbraked trailer. During the discussion on this amendment, OICA presented informal document GRRF-67-27, which demonstrates that the requirement “preventing the trailer drawbar from touching the ground”, introduced in the definition of “secondary coupling”, is contradictory to the state of the art. Such requirement is indeed technically very restrictive as it would prevent the combination to undertake steering action below a certain radius.

2. At the sixty-eighth session of GRRF, the representative of the Netherlands pointed out that the key criterion is that the trailer must remain attached to the towing vehicle. OICA and CLEPA committed themselves to improve the wording proposed in their informal document GRRF-68-05 in accordance with the suggestion from the Netherlands.

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