



# CLCCR

International Association of the  
Body and Trailer Building Industry

ACV-07-08

## Report of 7<sup>th</sup> meeting of the GRRF/IG on Automated Connections between Vehicles (ACV)

Venue: Agoria, Diamant Building, Auguste Reyerslaan 80, 1030 Brussels  
Chairman: Anders Gunneriusson (anders.gunneriusson@transportstyrelsen.se)  
Secretariat: Annie Luchie (annie.luchie@agoria.be)  
Date and time of the session : 2<sup>nd</sup> and 3<sup>rd</sup> May 2012  
10:30 hrs until 18:00 hrs on day 1  
9.00 hrs until 16.00 hrs on day 2

### 1. Welcome and Introduction

The Chairman welcomed everyone to the meeting and expressed his pleasure in seeing that also the truck manufacturers were now participating in this meeting.

### 2. Approval of the agenda

Document ACV-07-04 was added under agenda item 5.

### 3. Outcome of the 6<sup>th</sup> meeting of the IG/ACV

The report of the meeting ACV-06-11 was approved without changes.

### 4. ACV in R13:

#### Provisions for mismatching between 12/24 volt

The conclusion of last time was that we need not do anything on this point as the only mixed market is Australia and Australia do not have any problem. In Europe this concerns very few vehicles only.

#### Measuring response time

Just did some tests with TÜV and confirms that the way of measuring in annex 6 is sufficient. In annex 6 point 3.3.3. we need to add not less than 10mm "except for the connector".

#### Solid connection of hoses

After discussion, the group decided that there was no need to handle cables that are not in use.

In the case of a tractor, flexible hoses are part of the tractor according to annex 6, paragraph 2.5. For full trailers they are part of the trailer.

The group was of the opinion that this point does not need to be discussed any further, the driver has to come out of his cab.

We need to add to R13 that flexible hoses are not needed for ACV's.

For wording of paragraph 5.1.3.8. see document ACV-07-04.

#### Length of EBS cables

13m is standard on the majority of vehicles but some suppliers sell also 16m. For special trailers that need extra length repeaters are used.

The group is to verify two points :

- Whether we shall place the coiled cable in line
- How to split the cable between truck and trailer

#### Driver warnings

The same signals and warnings available today remain.

With an automatic connector the driver has no 'feel' that the connection is good. In that case he shouldn't drive the combination.

The electricians need to be engaged before the pneumatics are engaged. VBG are of the opinion that we must focus on alarming any risk of losing the trailer. This could introduce a lot of control that we don't have with a conventional coupling. We should get a light when the connection is well made and a red light if it is not well made plus a message from the trailer. Question is what kind of message.

Jost propose a red light when the connection is open until the connector is mechanically properly closed and then we should get a green light.

An automated connector is much safer than a conventional connection. We can give additional information also but must develop this together with the OEM.

The group agrees that we must have a signal that the connection is closed. We must say that the electric connections must come first but this is design restrictive. Or, alternatively it must not be possible to move the combination if the connection is not properly closed.

A warning system is an improvement over what we have today. If something is wrong we must have a permanent warning.

#### **5. ACV in R55**

In R55 we need a warning for the mechanical coupling.

In R55 if there is remote control then we must have remote indication.

For the result of the discussions on R55 please see document ACV-07-05.

#### **6. Other business**

- We need to bring the cable length solution to R13. The idea is to assume a 20m truck and a 20m trailer cable length split.
- ACV's will generally be used by distribution vehicles that have several coupling operations a day. These vehicles are either 4 X 2 or sometimes 6 x 2. So these vehicles won't cause problems.
- ACV's will also be good for ADR vehicles as we don't have the driver in the risk area.
- No comments were received on Mr Gaupp's document ACV-06 -07. The group agrees with the contents of the document but may not take it on board as it is a lot of work to change things in the ISO.

#### **7. List of action items**

- The Secretary is to make a document with the email from Mr Svensson
- The Secretary is to make a table with the contents of the flip chart drawn by Mr Eiermann
- Jost will prepare a document on cable length. Input from CLCCR is asked for.
- VBG will contact Messrs Westphäling and Vartenberg to ask why the remote control is only allowed on 2 couplings.
- A justification is to be written before the next meeting. Mr Svensson will propose how to divide the work.

#### **8. Date and place of next meetings.**

The next meeting of this working group will be held on 4<sup>th</sup> and 5<sup>th</sup> July 2012 at the offices of Agoria in Brussels.