Proposal for amendment of ECE R13: Improved HGV brake compatibility

Peter Dyrelund Jakobsen
Danish Transport Authority

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Present situation

1. Too frequent brake performance rejections at PTI
2. Brake performance often not maintained throughout lining life
3. Not worn out brake pads and linings often disposed due to sleeping and glazed lining material
4. Brake maintenance costs should be reduced
Studies and observations

- Nordic Road Association, Vehicles and Transport Committee (NVF), brake study recommends focus on better distribution of brake forces between truck and trailer
- ISO 20918 sets out test method in roller brake tester and recommends start pressure between 0.5 and 0.8 bar
- Swedish voluntary test scheme XTB – Extra Tested Brakes – recommends start pressure between 0.5 and 0.8 bar
- Danish study found 38% weak brakes on trailers at roadside inspections and poor brake compatibility
- International Road Transport Union (IRU) study found technical failures in 5.3% of all main causes for traffic accidents with trucks – queue accidents accounted for 20.6 per cent of all accidents
- Proposed stricter Swedish compatibility demands not implemented due to lesser ECE R13 demands
Objective

To counteract sleeping or overloaded brakes each individual wheel brake should

- take its part of everyday brake events (ie. $p_m < 200$ kPa)
- brake in relation to load on axle

which should be possible to confirm at PTI
In short

HGV wheel brakes are sensitive to use and to environment.

Each HGV wheel brake handles up to 15 times more energy compared to passenger car brakes.

HGV brakes are conditioned at everyday low demand.

In event of emergency demand only well conditioned brakes will perform.

Well performing HGV brakes are a prerequisite to function of:

- Automatic Emergency Brake System (AEBS)
- Stability Control and Roll-Over Control Systems (ESC)
- Adaptive and Advanced Cruise Control Systems (ACC)

Compatibility at low pressures should be possible to confirm at PTI to assure long term performance.
Initiatives

- NVF recommends better standards
- IRU technical committee supports upgrading of ECE R13
- NVF/IRU trusts DK at NVF Copenhagen December 2010 meeting to prepare proposal amending ECE R13
- DK presents draft GRRF papers at NVF Helsinki August 2011 meeting
- DK presents draft informal papers at 71st GRRF
- DK presents working document ECE/TRANS/WP29/GRRF/2012/12 at 72nd GRRF today
  + updated document as an informal document
Content

Coupling force control

1. Coupling Force Control System (paragraph 5.2.1.28.5) compensation limits adjusted

Compatibility

2. Test connection in control line
3. Compatibility diagrams (annex 10) narrowed at low pm pressures and apply at all load conditions at $p_m < 200$ kPa
Compatibility diagrams
TOWING VEHICLES AND TRAILERS
(except tractors for semi-trailers and semi-trailers)
(see paragraph 3.1.5.1 of this annex)
Revised

TRACTORS FOR SEMI-TRAILERS

(see paragraph 3.1.6.3 of this annex)
DIAGRAM 4

Revised

SEMI-TRAILERS
(see paragraph 4 of this annex)

\[ \frac{T_R}{P_R} \]

\[ p_m \text{ [kPa]} \]

- Light grey line = deleted
- Red line = new
- Black line = unchanged

Key points:
- 0.65
- 0.45
- 0.41
- 0.29

Pressure levels:
- 20 kPa
- 50 kPa
- 80 kPa
- 100 kPa
Correction factors “$K_V$” and $K_C$” to diagram 4, semi-trailers, are simplified in line with simplification of diagram 2 and 3:

1. Only “laden” corridors and corresponding “laden” K-factor apply.
2. For load conditions other than fully laden, corridors apply only up to 200 kPa (2 bar).
Coupling Force Control
Diagram 1
Towing vehicles for trailers (except semi-trailers)
Diagram 1

Revised

Towing vehicles for trailers (except semi-trailers)

\[ \frac{T_M}{P_M} \]

- Yellow warning signal in case of coupling force compensation
- Normal field of coupling force compensation
- No coupling force compensation allowed

\[ p_m \text{ [kPa]} \]

- 0.35
- 0.575
- 0.80

- 100 kPa
- 50 kPa
- 80 kPa

- 0 50 100 200 300 400 450 500 550 600 650 700 750 800
Diagram 2
Tractive units for semi-trailers

\[ \frac{T_m}{P_m} \]

- Yellow Warning Signal
- Typical Nominal Demand Line
- 150 kPa
- \( P_m \) (kPa)

Points:
- (20, 150 kPa)
- (150 kPa, 200)
- (300, 400)
- (650, 700)
- (800, 0.8)

Axes:
- \( \frac{T_m}{P_m} \) on the Y-axis
- \( P_m \) (kPa) on the X-axis
Diagram 2

Revised

Tractive units for semi-trailers

\[
\frac{T_M}{P_M}
\]

- Yellow warning signal in case of coupling force compensation
- Normal field of coupling force compensation
- Yellow warning signal in case of coupling force compensation
- No coupling force compensation allowed

\[
p_M \text{ [kPa]}
\]
Distribution and discussion

Informal documents presented to
1. NVF at 24-25 August 2011 meeting
2. IRU-CIT at primo September 2011 meeting
3. 71st GRRF 13-15 September 2011 – informal documents
4. 72nd GRRF today – working document
   + updated document as an informal document
Presentation

- Working document + updated document as an informal document at 72nd GRRF meeting
- Submitted by Denmark, and coordinated and supported by the International Road Transport Union, International Commission of Technical Affairs (IRU CIT) and the Nordic Road Association, Vehicles and Transport Committee (NVF).
Conclusion

The common DK, NVF and IRU proposal will bring an important step towards solving the long standing challenge regarding which vehicle – truck or trailer – should take the heaviest brake load.

The room for inconsistency is a disadvantage to vehicle owners and can be mitigated by the presented proposal.