

Summary of the proposal ECE/TRANS/WP.29/GRRF/2015/19

This document is a summary of the proposal document ECE/TRANS/WP.29/GRRF/2015/19. It is intended to give a quick overview of the proposal.

- The proposal is based on the current requirements in the regulation and especially Annex 14
- Important requirements are retained, such as:
 - . control of the braking system is on the trailer,
 - . the electrical trailer brake works only when the brakes of the towing vehicle are applied.
- The voltage of the current supplied by the towing vehicle is raised from 9,6 V to 11,2 V, the maximum amperage remains 15 A.
- The requirement for the place of the connector plug is brought in agreement with the requirements for air braked vehicles.
- Amendment of Annex 10 to include full trailers with an electrical brake.
- Introduction of the possibility to store the electric energy from the towing vehicle on the trailer.
- Allowing all forms of transmission, currently only electromechanically is allowed.
- Clarification of the voltages used during the prescribed test and where to measure.
- Additional requirements in the footnote with regard to the electrical connector are based on ISO-standards.
- Introduction of a requirement with regard the place of the warning signal, to be in the indirect field of vision of the driver.
- Introduction of requirements for the case the trailer has energy accumulators for the trailer brake with regard capacity of the storage devices and for warnings.
- Introduction of a requirement for an automatic brake for the case of a low energy level and for the case of a disconnected plug.
- In the appendix the terms single axle and multi axle trailer are replaced by semi-trailer/centre axle trailer and full trailer for clarity.