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Working Party on Brakes and Running Gear (GRRF)
(Fifty-third session, 3-7 February 2003,
agenda item 1.6.)

PROPOSAL FOR DRAFT AMENDMENT TO REGULATION No. 13
(Braking)

Transmitted by the Expert from the United Kingdom on behalf of the ad-hoc informal group on
braking compatibility of heavy goods vehicles (HGV)

Note: The text reproduced below was prepared by the experts who attend the informal group on braking compatibility of heavy goods vehicles (HGV) in order to clarify the text of the Regulation. The amendments are printed in **bold**.

Note: This document is distributed to the Experts on Brakes and Running Gear only.

A. PROPOSAL

Paragraph 5.2.1.28.2., amend to read :

"5.2.1.28.2. The action of the coupling force control shall be to reduce the difference between the dynamic braking rates of towing and towed vehicles. **The operation of the coupling force control shall be checked at the time of type approval. The method by which this check is carried out shall be agreed between the vehicle manufacturer and the technical service with the method of assessment and results being appended to the type approval report.**"

Paragraph 5.2.1.28.6., amend to read :

"5.2.1.28.6. A coupling force control system shall only control the coupling forces generated by the service braking system of the motor vehicle and the trailer. ~~excluding endurance braking systems.~~ Coupling forces resulting from the performance of endurance braking systems shall not be compensated by the service braking **systems of either the motor vehicle or trailer.** It is considered that endurance braking systems are not part of the service braking systems."

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B. JUSTIFICATION.

It has been demonstrated in a presentation by BPW Ltd. that vehicles are being approved where the performance of the coupling force control system varies significantly to the extent that overheating of the trailer brakes relative to the towing vehicle occur. To ensure some conformity to the prescribed requirements, it is necessary for the performance of the coupling force control to be assessed at the time of type approval. As the operational characteristics of the coupling force control may vary from vehicle to vehicle, it is not possible to define a uniform test method. Therefore a test method must be agreed between the vehicle manufacturer and the technical service.

Also in the presentation by BPW, Ltd. one of the vehicles evaluated was equipped with an integrated endurance brake and it was demonstrated that the temperature of the trailer brakes were significantly higher than those of the motor vehicle. When the endurance brake was disengaged, the temperatures of the towing vehicle and trailer were more closely aligned. This demonstrates that the requirements of paragraph 5.2.1.28.6. are not clear or are being ignored. The above text hopefully removes any possibility of misinterpretation on this subject.
