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World Forum for Harmonization of Vehicle Regulations

Working Party on Brakes and Running Gear (GRRF)

Seventy-second session

Geneva, 20–24 February 2012

Item 3(c) of the provisional agenda

Brakes – Regulations Nos. 13 and 13-H (Braking)

Terms of Reference for the informal group on Automated Connections between Vehicles

Submitted by the informal group on Automated Connections between Vehicles (ACV)*

The text reproduced below was prepared by the informal group on Automated Connections between Vehicles (ACV).

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, 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. Terms of Reference for the GRRF informal group on Automated Connections between Vehicles (ACV)

A. Introduction

1. The Working Party on Brakes and Running Gear (GRRF) agreed to set up a group of interested experts to establish alternative requirements for brake related signals between towing and towed vehicles.
2. Regulation No. 13 establishes that braking related signals from towing to towed vehicles should use the standardized connector ISO 7638. This is not possible when an automated coupling system (ACS) is used.

B. Objectives

3. The objectives of the informal group on ACV are:
 - (a) To consider in detail, the task of producing an amended text of Regulation No. 13, concerning braking related signals between towing and towed vehicles, taking account of the existing and emergent new technologies in the context of ACS, modular vehicle combinations (road trains) and totally integrated vehicle combination control systems.
 - (b) To follow the guidelines set out in TRANS/WP.29/1044.
 - (c) To produce the Regulation requirements which draw on existing texts in the braking field but, within sensible limits, lean toward the acceptance of the more stringent standards. This is to be done consistently while remaining practical and workable by differing organizations in various countries. Every attempt is to be made to ensure that the completed text will be understandable to users who are not seasoned experts in the development of braking Regulations.
 - (d) To cover vehicles of category N₁, N₂, N₃, O₃ and O₄.
 - (e) To consider in a first step, alternative ACS requirements for vehicles of categories N₁, N₂, N₃, O₃ and O₄. In a second step, the group may consider also alternative requirements for modular vehicle combinations and totally integrated vehicle combination control systems.
 - (f) To produce an amendment to Regulation No. 55 with a proposal for a new definition of the ACS coupling.

C. Rules of procedure

4. The informal working group is a subgroup of GRRF, and is open to all participants of GRRF.
5. A Chair and a Secretary will manage the informal working group.
6. The official language of the informal working group will be English.

7. An agenda and related documents will be circulated to all members of the informal working group in advance of all scheduled meetings.
8. Decisions will be reached by consensus. When consensus cannot be reached, the Chair shall present the different points of view to GRRF. The Chair may seek guidance from GRRF as appropriate.
9. The progress of the informal group will be routinely reported to GRRF – wherever possible as an informal document and presented by the Chair or her/his representative.
10. All working documents will be distributed in digital format. Meeting documents will be made available to the UNECE secretariat for publication on the website of the World Forum for Harmonization of Vehicle Regulation (WP.29).

D. Work plan and time schedule

11. The informal group aims at submitting its proposal to GRRF as an informal document at the September 2012 session and its final proposal as an official document at the GRRF session in February 2013.
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