

Proposed amendment to ECE Regulation 13

The text reproduced below was prepared by the experts of the informal working group ACV for the amendment of Regulation No. 13. This is to enable the use of automatic couplings systems.

The modifications to the existing text of the Regulation are marked in **bold** characters.

I. Proposal

Insert new paragraphs 2.39. and 2.40., to read:

- 2.39. **“Brake electric/electronic interface” means the part of a separable electrical/electronic connection between the towing vehicle and the towed vehicle which is dedicated to the braking system.**
- 2.40. **“Automated Connector” means a system through which at least the brake electric and brake pneumatic connection, between the towing vehicle and towed vehicle is made automatically without direct intervention of a human operator.**

Amend paragraph 5.1.3.6. to read:

- 5.1.3.6. a) The electric control line shall conform to ISO 11992-1 and 11992-2:2003 including its amendment 1:2007 and be a point-to-point type using :
- i) the seven pin connector according to ISO 7638-1 or 7638-2:2003 **or,**
 - ii) **in the case of systems where the connection of the electric control line is automated, the automated connector shall provide as a minimum the same number of pins as the above mentioned ISO 7638 connector and meet the requirements specified in Annex 22 of this Regulation.**
- b) The data contacts of the ISO 7638 connector shall be used to transfer information exclusively for braking (including ABS) and running gear (steering, tyres and suspension) functions as specified in ISO 11992-2:2003 including its Amd.1:2007. The braking functions have priority and shall be maintained in the normal and failed modes. The transmission of running gear information shall not delay braking functions.
- c) The power supply, provided by the ISO 7638 connector, shall be used exclusively for braking and running gear functions and that required for the transfer of trailer related information not transmitted via the electric control line. However, in all cases the provisions of Paragraph 5.2.2.18. of this Regulation shall apply. The power supply for all other functions shall use other measures.

Amend paragraph 5.1.3.8. and add new paragraph 5.1.3.9. to read :

5.1.3.8. Shut-off devices which are not automatically actuated shall not be permitted.

5.1.3.9. In the case of **tractor and semi-trailer** combinations, the flexible hoses and cables shall be a part of the power-driven vehicle. In all other cases, the flexible hoses and cables shall be a part of the trailer.

In the case of an automated connector, this requirement regarding the allocation of flexible hoses and cables is not applicable.

Amend paragraph 5.2.1.23. to read:

5.2.1.23. Power driven vehicles authorized to tow a trailer equipped with an anti-lock system shall also be equipped with a special electrical connector, conforming to ISO 7638:2003¹, for the electric control transmission.

Alternatively, or in addition, in the case of vehicles where the electrical connection for the anti-lock system or the connection of the electric control line is automated, the automated connector shall meet the requirements specified in Annex 22 of this Regulation.

Amend paragraph 5.2.2.17. to read:

5.2.2.17. Trailers equipped with an electric control line and O₃ and O₄ category trailers equipped with an anti-lock system, shall be fitted with a special electrical connector for the braking system and/or anti-lock system, conforming to ISO 7638:2003^{15, 2}

Alternatively, or in addition, in the case of vehicles where the electrical connection for the anti-lock system or the connection of the electric control line is automated, the automated connector shall meet the requirements specified in Annex 22 of this Regulation.

Failure warning signals required from the trailer by this Regulation shall be activated via the above connectors. The requirement to be applied to trailers with respect to the transmission of failure warning signals shall be those, as

¹ The ISO 7638:2003 connector may be used for 5 pin or 7 pin applications, as appropriate.

² The conductor cross sections specified in ISO 7638:2003 for the trailer may be reduced if the trailer is installed with its own independent fuse. The rating of the fuse shall be such that the

³ In the case of a trailer equipped with both an ISO 7638 connector and automated connector, the marking shall show that the ISO 7638 connector should not be connected when an automated connector is in use.

appropriate, which are prescribed for motor vehicles in paragraphs 5.2.1.29.4., 5.2.1.29.5. and 5.2.1.29.6.

Trailers equipped with an ISO 7638:2003 connector as defined above shall be marked in indelible form to indicate the functionality of the braking system when the ISO 7638:2003 connector is connected and disconnected.³

The marking is to be positioned so that it is visible when connecting the pneumatic and electrical interface connections.

Annex 2 add new paragraph

14.15 The vehicle is equipped with an automated connector : yes/no²

14.15.1 Does the automated connector fulfil the requirements of Annex 22 : yes/no²

14.15.2 The automated connector is of category A/B/C/D².

Annex 6

2.5 In the case of power-driven vehicles having a pneumatic control line for trailers, in addition to the requirements of paragraph 1.1. of this annex, the response time shall be measured at the extremity of a pipe 2.5 m long with an internal diameter of 13 mm which shall be joined to the coupling head of the control line of the service braking system. During this test, a volume of $385 \pm 5 \text{ cm}^3$ (which is deemed to be equivalent to the volume of a pipe 2.5 m long with an internal diameter of 13 mm and under a pressure of 650 kPa) shall be connected to the coupling head of the supply line.

Tractors for semi-trailers shall be equipped with flexible pipes for making the connection to semi-trailers. The coupling heads will, therefore, be at the extremity of those flexible pipes. The length and internal diameter of the pipes shall be entered at item 14.7.3. of the form conforming to the model in Annex 2 to this Regulation.

In the case of an automated connector the measurement including the use of a 2.5m pipe and $385 \pm 5 \text{ cm}^3$ volume as described above shall be made, considering the connector interface as the coupling heads.

Amend paragraph 3.3.3. to read :

3.3.3. The simulator shall be set, e.g. through the choice of orifice in accordance with paragraph 3.3.1. of this annex in such a way that, if a reservoir of $385 \pm 5 \text{ cm}^3$ is joined to it, the time taken for the pressure to increase from 65 to 490 kPa (10 and 75 per cent respectively of the nominal pressure of 650 kPa) shall be 0.2 ± 0.01 seconds. If a reservoir of $1155 \pm 15 \text{ cm}^3$ is substituted for the above-mentioned reservoir, the time taken for the pressure to increase from 65 to 490 kPa without

further adjustment shall be 0.38 ± 0.02 seconds. Between these two pressure values, the pressure shall increase in an approximately linear way.

These reservoirs shall be connected to the coupling head without using flexible pipes. The connection between the reservoirs and the coupling head shall have an internal diameter of not less than 10 mm.

The setting shall be carried out using a coupling head arrangement that is representative of the type fitted to the trailer for which type approval is being sought.

Add Annex 22 to read:

Annex 22

REQUIREMENTS FOR THE BRAKE ELECTRIC/ELECTRONIC INTERFACE OF AN AUTOMATED CONNECTOR

1. General

This annex defines the requirements applicable to installations where the connection and disconnection of the brake electric/electronic interface between the towing vehicle and the towed vehicle is achieved by an automated connector.

This annex also considers the case where a vehicle is equipped with both ISO 7638 connector and an automated connector.

2. Categories of automated connectors

Automated connectors are classified in different categories (footnote 1/)

Category A automated connectors for tractor/semi-trailer combinations shall meet the requirements of appendix 2 of this annex (footnote 2/). All automated connectors within this category are compatible together.

Category B automated connectors for tractor/semi-trailer combinations that do not meet all the requirements of appendix 2. They are not compatible with category A. Interfaces of category B are not necessarily compatible to all types of interfaces within this category.

Category C automated connectors for combinations other than tractor/semi-trailer shall meet the requirements of appendix 3 of this annex (footnote 3/). All automated connectors within this category are compatible together.

Category D automated connectors for combinations other than tractor/semi-trailer that do not meet all the requirements of appendix 3. They are not compatible with category C. Interfaces of category D are not necessarily compatible to all types of interfaces within this category.

1/ new categories of couplings may be added later on for new / innovative technical solutions, when standard interface will be defined and agreed.

2/ an automated connector according to ISO 13044/DIS part 1 and part 2 is considered to fulfill the requirements of appendix 2 of this annex.

3/ until a standard is defined and agreed, no automated connector shall be defined as being of category C.

2. Requirements

The electric/electronic interface of the automated connector shall achieve the same functional requirements as specified for the ISO 7638 connector throughout this regulation and its annexes.

2.1. The contacts (pins and sockets) for the brake electric/electronic interface shall have the same electrical current carrying capability and electrical functionality as the ISO 7638 contacts.

2.1.1. The data contacts of the brake electric/electronic interface shall be used to transfer information exclusively for braking (including ABS) and running gear (steering, tyres and suspension) functions as specified in ISO 11992-2:2003 including its Amd.1:2007. The braking functions have priority and shall be maintained in the normal and failed modes. The transmission of running gear information shall not delay braking functions.

2.1.2. The power supply, provided by the brake electric/electronic interface, shall be used exclusively for braking and running gear functions and that required for the transfer of trailer related information not transmitted via the electric control line. However, in all cases the provisions of Paragraph 5.2.2.18. of this Regulation shall apply. The power supply for all other functions shall use other measures.

- 2.2. In the case of semi-trailer combinations equipped with an automated connector the maximum length of the cable for braking data communication shall be,**
- tractor : 21 m**
 - semi-trailer : 19 m**
- in the running mode.**

In all other cases the conditions of paragraphs 5.1.3.6. and 5.1.3.8. of this regulation apply with respect to maximum cable lengths.

- 2.3. Vehicles being equipped with both a connector conforming to ISO 7638 and an automated connector shall be built in such a way that only a single path is possible for the functioning of the brake electric control transmission or in the transmission of information in accordance with ISO 11992-2:2003 including Amendment 1:2007. See appendix 1 for examples.**

In the case of automatic path selection the automated connector shall be the primary connector for the braking system.

- 2.4. During or following the coupling process, after a correct mechanical coupling, the driver shall be provided with a haptic (e.g. braked trailer) or optical or acoustic warning if the towing vehicle and towed vehicle parts of the automated connector are not positioned together so as to provide a fully functional [brake electric/electronic interface] connection.**

This warning shall be generated by the trailer the latest when a speed of 10 km/hour is exceeded.

In the case of using the warning signal according to paragraph 5.2.1.29.2 to provide the warning, the illumination of the warning signal according to 5.2.1.29.5 shall be considered to indicate that the brake electric connection is functional.

- 2.5. The manufacturer applying for type approval shall submit an information document describing the functionality and any limitations in the use of the automated connector and any associated equipment, including information about the category according to paragraph 2 of this Annex.**

In the case of automated connectors of categories B and D, the means to identify the type of automated connector shall also be described, to ensure identification of compatibility.

- 2.6. The vehicle users' handbook provided by the manufacturer should warn the driver of the consequences of not checking the compatibility of the automated connector between the towing vehicle and the trailer.**

To enable the driver to check the compatibility, vehicles fitted with an automated connector shall have a marking specifying the category according

to paragraph 2 of this Annex. For categories B and D also the type of the installed automated connector shall be shown.

Appendix 1

EXAMPLES OF THE LAYOUT OF AN AUTOMATED CONNECTION
BETWEEN VEHICLES

*Automated connection and manual connection equipped vehicles - Data bus requirements
Diagrams for electrical connections show routing of signals of pin 6 and 7 acc. to ISO 7638*

LEGEND

ELECTRICAL

E1	ISO 11992-2 NODE IN TRACTOR, E.G. ECU ABS/EBS
E2	TRACTOR ISO 7638 SOCKET
E3	TRACTOR ISO 7638 PLUG FOR AUTOMATED CONNECTOR
E4	TRACTOR PART OF AUTOMATED CONNECTOR
E5	TRAILER ISO 7638 PLUG FOR AUTOMATED CONNECTOR
E6	TRAILER ISO 7638 SOCKET
E7	TRAILER PART OF AUTOMATED CONNECTOR
E8	ISO 7638 COILED CABLE
E9	ISO 7638 PARK SOCKET
E10	ISO 11992-2 NODE IN TRAILER, E.G. ECU ABS/EBS
I	CABLE FROM E1 TO E2
II	CABLE FROM E3 TO E4
III	CABLE FROM E8 TO E6
IV	CABLE FROM E7 TO E9

PNEUMATIC

P1	TRAILER CONTROL VALVE MOUNTED ON TRACTOR
P2	T-PIECE
P3	PNEUMATIC COILED TUBE (CONTROL AND SUPPLY)
P4	TRACTOR PART OF AUTOMATED CONNECTOR
P5	PNEUMATIC COUPLING HEAD ON TRAILER (CONTROL AND SUPPLY)
P6	PNEUMATIC VALVE TO SEAL THE UNUSED TERMINAL (DOUBLE CHECK VALVE) (CONTROL AND SUPPLY)
P7	TRAILER PART OF AUTOMATED CONNECTOR
P8	PNEUMATIC COILED TUBE (CONTROL AND SUPPLY)
P9	PNEUMATIC PARK SOCKET (CONTROL AND SUPPLY)

TRACTOR AND SEMI-TRAILER EXAMPLE

I. AUTOMATED CONNECTION AND MANUAL CONNECTION EQUIPPED VEHICLES

Automated connection mode

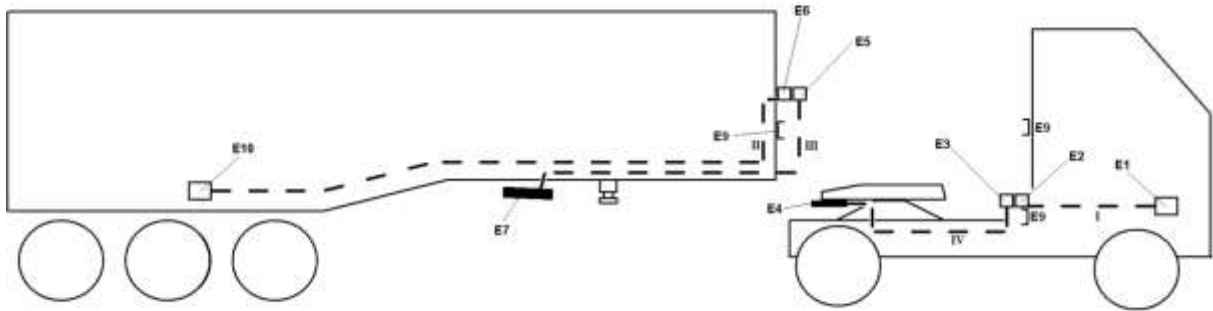


Figure A: Point-to-point connection ECU Tractor (E1) and ECU Trailer (E10) via ACV

Automated connection mode: No coiled cables connected, Connection between E1 and E10 when E4 and E7 are connected (i.e. when fifth wheel coupled)

Manual connection mode

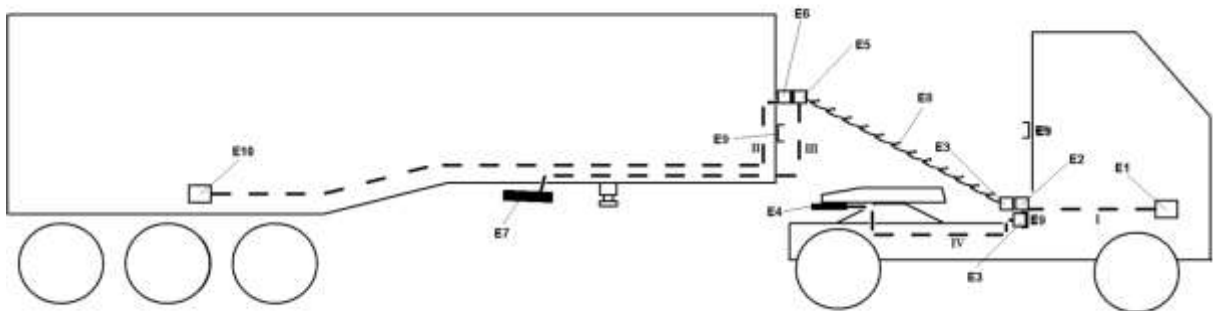


Figure B: Point-to-point connection ECU Tractor (E1) and ECU Trailer (E10) via coiled cable

Manual mode: Coiled cables connected, Connection between E3 and E4 as E5 and E7 are not in use

II. ONLY ONE PART OF THE VEHICLE COMBINATION IS EQUIPPED WITH AN AUTOMATED CONNECTION

Manual mode A (only the tractor equipped with automated connection)

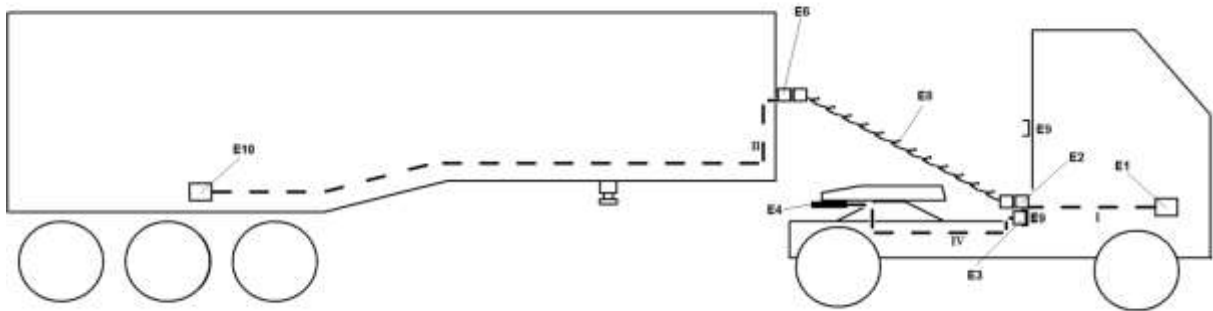


Figure C: Point-to-point connection ECU Tractor (E1) and ECU Trailer (E10) when Fifth Wheel is closed

Coiled cables connected, Line E3 to E4 is not in use

Manual mode B (only the semi-trailer equipped with automated connection)

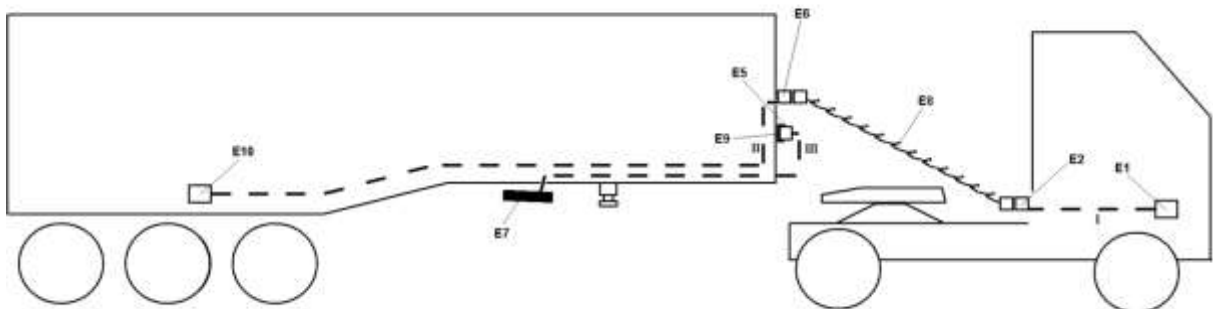


Figure D: Point-to-point connection ECU Tractor (E1) and ECU Trailer (E10)

Coiled cables connected, Line E5 to E7 is not in use

Automated connection mode

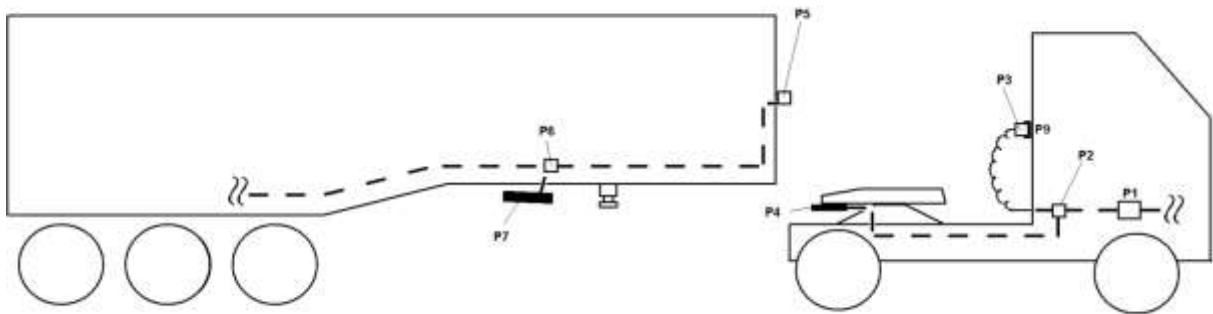


Figure E: Pneumatic connection Tractor and Trailer via ACV

Automated connection mode: No coiled cables connected, Connection between tractor and trailer when P4 and P7 are connected (i.e. when fifth wheel coupled)

Manual mode A (only the tractor equipped with automated connection)

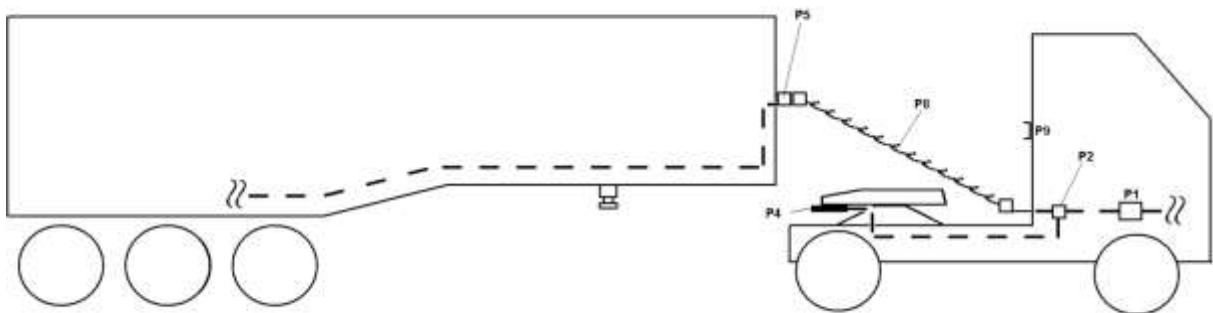


Figure F: Pneumatic connection Tractor and Trailer via coiled tube

Coiled tubes connected, Line P2 to P6 is not in use

Manual mode B (only the semi-trailer equipped with automated connection)

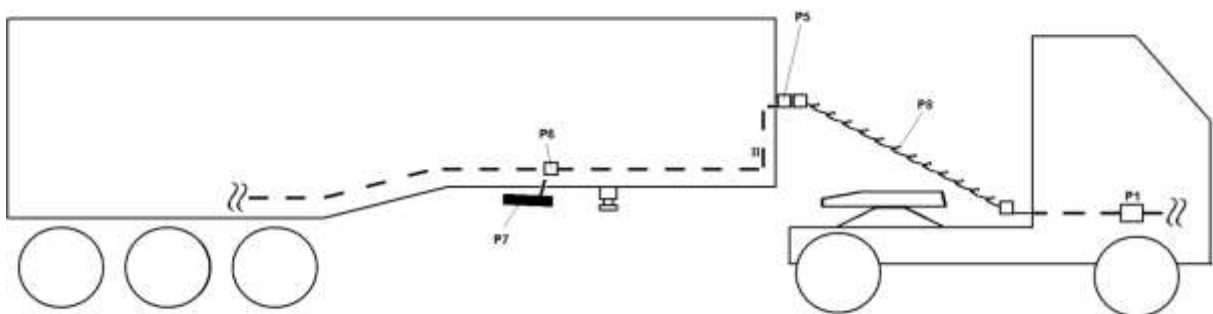


Figure G: Pneumatic connection Tractor and Trailer via coiled tube

Coiled tubes connected, Line P2 to P6 is not in use
Appendix 2

Appendix 3

(reserved)

To be defined at a later date.

B. JUSTIFICATION

Introduction:

The connection of a trailer to a towing vehicle is a hazardous process in involving a person (usually the driver) in the manual connection of air pipes and electrical wiring, in addition to the mechanical connection. Automated coupling systems are designed to reduce/remove this risk. For the optimal control of the braking of towing vehicle and trailer combinations the electrical interface is specified as an ISO 7638 connector with the interchange of electronic information conforming to ISO 11992. However, the ISO 7638 connector is not an optimal design for an automated connection and, therefore, it is necessary to amend the electrical control line requirements to allow alternative means of making the electrical connection between towing vehicle and trailer.

The objective of this proposed amendment is, therefore, to allow automated coupling systems while retaining all the requirements related to the use of the ISO 7638 connector and ISO 11992 for data transfer.

Additional requirements specific to an automated coupling system are contained in a new Annex 22.

Paragraphs 2.39 and 2.40

The definitions “brake electric/electronic interface” and “automated connector” are added to ensure a clear understanding of what is meant by automated coupling systems within the terms of this regulation.

Systems other than brake electric and brake pneumatic may also be included in the automated connector.

Additional requirements specific to an automated coupling system are contained in a new Annex 22.

Paragraph 5.1.3.6.:

For clarity the existing paragraph is sub-divided into 3 parts – a, b and c. The parts “b” and “c” are without change. Part “a” is re-structured so that the existing requirements are retained without change in “i” and the requirements for an automated coupling system, as an alternative, are specified in “ii”.

The requirements in “ii” with regard to the minimum number of pins and the ability to transfer data as per ISO 11992 are identical to “i”. Reference to the new Annex 22 is made with regard to additional specific requirements for an automated coupling system.

By making this amendment and a similar one in the “vehicles of category O” section, and by making reference to the new Annex 22, the number of changes in the regulation text is minimised.

The actual physical layout of the automated connector with regard to the electrical pins and the air connections, together with any alignment structures for the 2 halves of the connector, is not specified. At this stage of the development process it is not deemed appropriate to specify such an interface as it could be design restrictive, although at a later stage it may be appropriate to introduce an ISO standard.

The use of parts a, b and c, and i and ii means that it is not necessary to re-number a significant number of existing paragraphs.

Paragraphs 5.1.3.8. and 5.1.3.9.

The current text of paragraph 5.1.3.8. has been divided into two parts with the second part being given the number 5.1.3.9. without a change in content. For clarification the term “articulated vehicle combinations” has been replaced by “tractor and semi-trailer combinations”.

Paragraph 5.1.3.9. is expanded to cover the case of automated connectors not requiring the flexible hoses or cables as used in non-automated systems.

Paragraphs 5.2.1.23 and 5.2.2.17

The automated connector is added as an alternative to the ISO 7638 connector together with a reference to the corresponding requirements in the new Annex 22. The requirements are stipulated in Annex 22 to avoid too much new text in the main body of the regulation.

Annex 6

Paragraph 2.5.

As the automated connector does not have any flexible hoses or cables in spite of being sometimes installed on a semi-trailer tractor, a clarification of the application of the measurement method is needed.

The clarification also includes a statement about which vehicle should have the extra added volume.

Paragraph 3.3.3.

The amendment does not change the content of the existing paragraph but clarifies the method of carrying out the test.

Annex 22

Paragraph 2.1

The paragraph ensures that the electrical capability and functionality of the automated connector is the same as the current ISO 7638 electrical connector.

To ensure that the same provisions apply for ACV regarding data communication and power supply two new sub-paragraphs were added.

Paragraph 2.2

For automated coupling systems for tractors and semi-trailers, the allocation of data communication cable lengths defined in ISO 11992-1 is not appropriate. The total length of 40m specified in ISO 11992-1 has been retained to ensure the same quality of data transmission. The coiled cable length of 7m has been divided on the basis of 6m on the tractor and 1m on the semi-trailer. This provides the necessary additional cable on both vehicles required for the automated connector.

In all other cases, semi-trailer non-automated, full trailer in both automated and non-automated modes, centre axle trailer in both automated and non-automated modes, the requirements of ISO 11992-1 apply.

Paragraph 2.3

This paragraph was added to ensure that we have a point to point system without branches.

Paragraphs 2.4, 2.5 and 2.6

Paragraph 2.4 ensures that the air, electrical power and electronic signals are properly connected. This would mean that pin 5 is checked as described in 5.2.1.29.5.

In order to improve the compatibility and the level of information about it, a categorization scheme has been introduced.

ACV of different designs are taken care of with the incentive of going for a standardized interface (systems of category A).

In the case of an ACV truck being connected to a non-ACV trailer, it falls under the responsibility of the driver to connect a manual connection as today. If no manual connection is available on the truck then the two vehicles are not compatible.

If the electric connection is not ok then the warning lamp will not be switched on for 2s.

The compatibility matrix below shows different connector configurations. The matrix shows where the warning system of paragraph 2.4 is applicable.

Tractor/truck	trailer	consequence	remarks
ACV	ACV	Good connection possible via ACV	
	Non-ACV	No connection possible or according the appendix to the Annex	Driver may have the idea that connections will be made automatically Driver should be warned.
	Different ACV-system	No connection possible	Comparable to a situation where the trailer coupling is different. Driver should be warned.
	Different other connectors (air, lights) and trailer coupling	Air; trailer wheel no release the brakes automatically Lights; no special consequences Trailer coupling; not possible to couple the trailer	Driver may have the idea that connections will be made automatically. Driver should be warned.
Non- ACV	ACV	No connection possible or according the appendix to the Annex	Driver is used to connect the connectors by hand and will see what the problem is.
	Non-ACV	Good connection possible via ISO 7638	Currently the normal situation
	Different ACV-system	No connection possible or according the appendix to the Annex	Same situation as with "ACV". Driver is used to connect the connectors by hand and will see what the problem is.
	Different other connectors (air, lights) and trailer coupling	Air; no automatic release of the trailer brakes. Lights; no special consequences Trailer coupling; not possible to couple the trailer	Driver is used to connect the connectors by hand and will see what the problem is.

Warning modes described in the matrix below show that automated connectors have a driver warning with at least an equivalent safety level as we have today.

<u>Warning Modes</u>					
System Component Configuration Failure	Automatic		Manual		
	FACS	AVC	Pneumatic	Brake Electric ISO7638	Mechanic Coupling
Mechanical connection error (R55)	Remote indication R55 (Optical)	Same as today, Driver check	----	----	Driver Check
Pneumatic connection error (P)	Trailer brakes applied (Haptic) ***	Trailer brakes applied (Haptic) ***	Trailer brakes applied Driver action (Haptic) **	----	----
Brake Electric connection error (E)	At least: Optical indication according to §5.2.1.29.5 (Pin 5)	At least: Optical indication according to §5.2.1.29.5 (Pin 5)	----	Driver Action (Optical), according to R13 §52.1.29.5 (Pin 5)*	----
* Optical driver warning in cab at "Ignition ON"					
** Only an action regarding "Control line", Possibly also a Check in the case of the "supply line" (Dependent on initial pressure in the Trailer)					
***In case of FACS/ACV the P&E connectors are integrated in a single unit. Hence designs exist that provides both the P and the E sets of warnings.					

Paragraph 2.5 was added to ensure that the technical service and type approval authority are provided with an information document outlining the functionality and any limitations in use with regard to compatibility.

Paragraph 2.6 was added to ensure that the driver is provided with information regarding possible incompatibilities and their consequences.

Justification for the pictures

Picture examples are provided to improve the understanding of the requirements without being design restrictive.

Only tractor and semi-trailer combinations are shown as mixed-mode operation on these vehicles is envisaged today.