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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods  
(Eightieth session, Geneva, 8-12 May 2006)

**PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR**

**Chapter 9.2 – Requirements concerning the construction of vehicles**

**Transmitted by the Government of the Netherlands**

Executive summary: Requirements for emergency braking for EX II and EX III trailers.

Action to be taken: Deletion of subsection 9.2.3.2.

Relevant documents: -

**Introduction**

According to chapter 9.2 of ADR, all vehicles carrying dangerous goods have to comply with Regulation No.13 or Directive 71/320/EEC.

Some ADR vehicle categories, however, shall fulfil additional requirements regarding braking. For EX II and EX III trailers, additional requirements are in subsection 9.2.3.2 concerning emergency braking.

The requirements in 9.2.3.2 are, however, the standard requirements of Regulation No. 13 and Directive 71/320/EEC for all trailers.

**Proposal**

Delete the complete text of subsection 9.2.3.2.

Subsequently, delete the relevant row of the table in subsection 9.2.1.

**Justification**

The text of Regulation No. 13, subsection 5.2.2.9, and the similar text of Directive 71/320/EEC, subsection 2.2.2.9 is reproduced below in italic, which proves that the additional reference in ADR is superfluous.

*“The braking systems must be such that the trailer is stopped automatically if the coupling separates while the trailer is in motion. However, this provision shall not apply to trailers with a maximum mass not exceeding 1.5 tons, on the condition that the trailers are equipped with, in addition to the coupling device, a secondary coupling (chain, wire rope, etc.) capable, in the event of separation of the main coupling, of preventing the drawbar from touching the ground and providing some residual steering action on the trailer.”*

Safety: No consequence, function is already standard requirement of Regulation No. 13.

Feasibility: No problems.

Enforceability: No problems.

Economical aspects: Less control aspects in ADR can reduce costs of inspections.

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