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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

World Forum for Harmonization of Vehicle Regulations

Working Party on Brakes and Running Gear

Sixty-fourth session

Geneva, 16-19 September 2008

Item 3(f) of the provisional agenda

REGULATIONS Nos. 13 AND 13-H (Braking)

Clarifications

Clarification to Regulation No. 13  
(Braking)

Submitted by the expert from the United Kingdom \*/

The text reproduced below was prepared by the expert from the United Kingdom in order to clarify the application of the provisions for unbraked trailers of category O<sub>1</sub>, specifically in respect to the requirement for fitment of secondary couplings. It is based on informal document No. GRRF-63-30, distributed at the sixty-third session of the Working Party on Brakes and Running Gear (GRRF).

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\*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

Clarification to Regulation No. 13 (Braking)

In order to clarify the application of paragraph 5.2.2.9. in relation to category O<sub>1</sub> unbraked trailers specifically in respect to the requirement for fitment of secondary couplings, the appropriate paragraphs of Regulation No. 13 are reproduced below for convenience:

**"5.2.2. Vehicles of category O**

**5.2.2.1.** Trailers of category O<sub>1</sub> need not be equipped with a **service braking system**; however, if a trailer of this category is equipped with a service braking system, it must satisfy the same requirements as a trailer of category O<sub>2</sub>.

**5.2.2.9.** 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 tonnes, 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."

The expert from the United Kingdom would like to explore with other Contracting Parties and manufacturers the intent of paragraph 5.2.2.9. in relation to secondary couplings and its application to unbraked O<sub>1</sub> trailers, and how it is applied in their country/territory. Some delegates may have been attending GRRF when this item was being discussed or have colleagues who are able to recall the discussion and intended application. This would be beneficial in helping to understand the original intention of paragraph 5.2.2.9. as it does not appear to be absolutely clear.

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