

Proposal for draft amendments to Regulation No. 13

Application of spring brakes in the event of service brake pressure loss

The text reproduced below was prepared by the expert from the United Kingdom to revise the circumstances when spring brakes are applied following the loss of pressure in the service braking system on an uncoupled trailer.

A. PROPOSAL

Annex 8

Add a new paragraph 2.8., to read:

"2.8. Trailers which utilise the service braking system to fulfil the requirements for the automatic brake as defined in paragraph 3.3 of Annex 4 shall also fulfil one of the following requirements when the trailer is uncoupled from the towing vehicle and the trailer park brake control is in the released position (spring brakes not applied):

- **When the energy reserves of the service braking system reduce to a pressure no lower than 300kPa the spring brakes shall be automatically applied.**
- **A reduction in the pressure within the service braking system results in a corresponding reduction in the pressure in the spring compression chamber."**

B. JUSTIFICATION

It is known that some trailers are produced where the spring brakes are prevented from being applied in the event of a loss of pressure in the service braking system. In this case the trailer when uncoupled would be unbraked and in some circumstances susceptible to roll away. The above proposal would resolve this problem by ensuring the force available from the spring brakes is used to ensure that the trailer remains braked even when the trailer park brake has not been applied.
