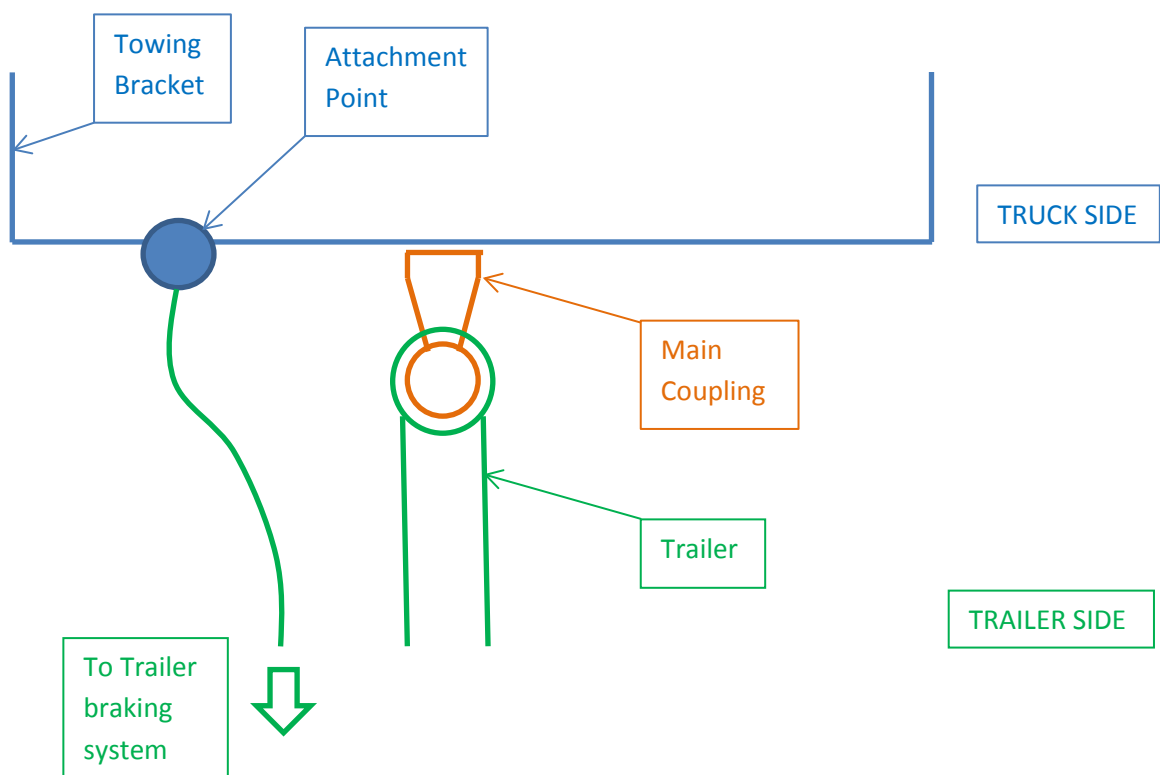


**Actual provisions in Annex 5 of Regulation No. 55/01:**

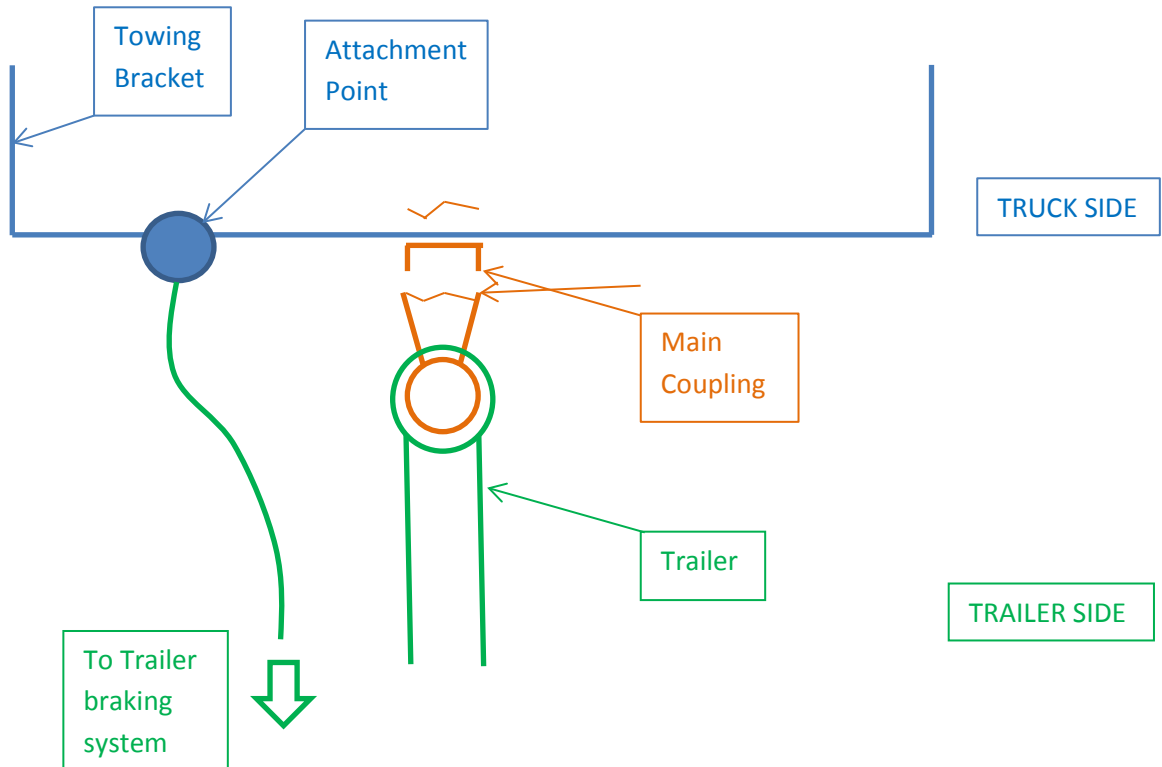
1.6. *Manufacturers of towing brackets shall incorporate attachment points to which either secondary couplings or devices necessary to enable the trailer to be stopped automatically in the event of separation of the main coupling, may be attached.*

**This requirement is necessary to enable the vehicle to comply with the requirements of paragraph 5.2.2.9. of UNECE Regulation No. 13 – Uniform Provisions concerning the approval of vehicles of categories M, N and O with regard to braking.**

**TOWING SYSTEM TOP VIEW – OPERATING MODE according to actual R55.01**



**TOWING SYSTEM TOP VIEW – MAIN COUPLING FAILURE MODE according to actual R55.01**

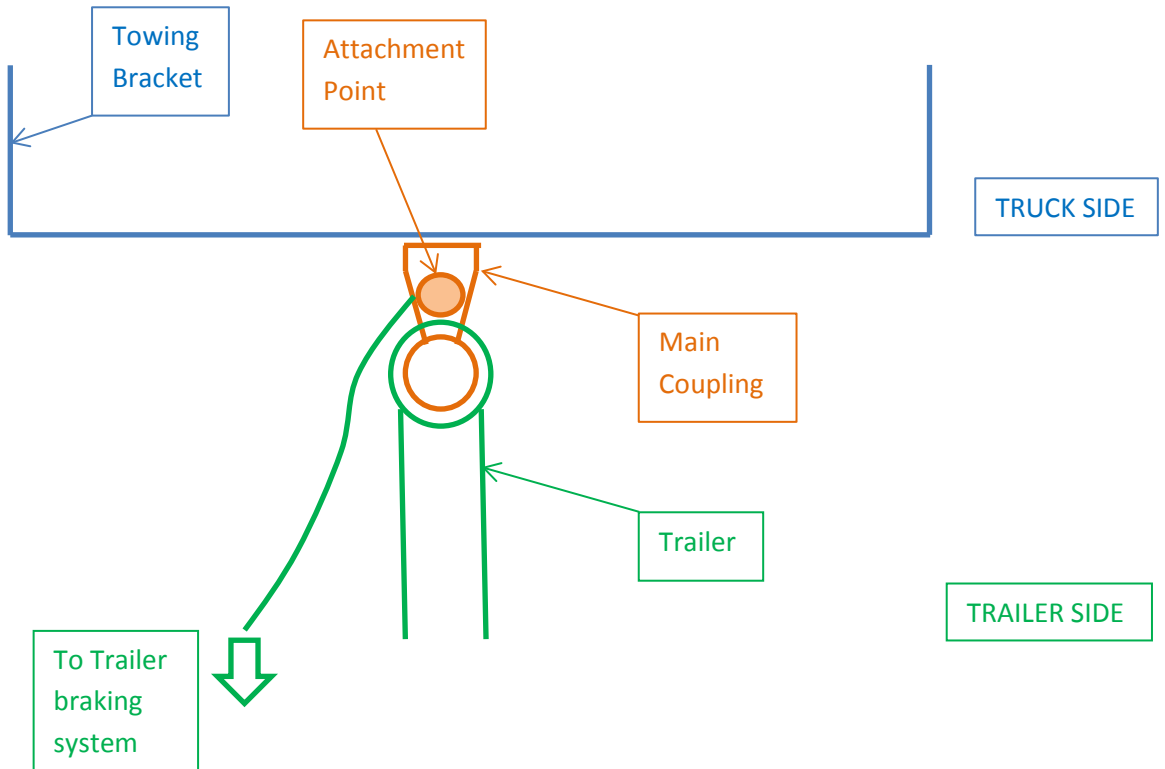


**In the event of main coupling separation, the secondary device (e.g. breakaway cable) will activate the trailer brakes allowing the trailer to stop.**

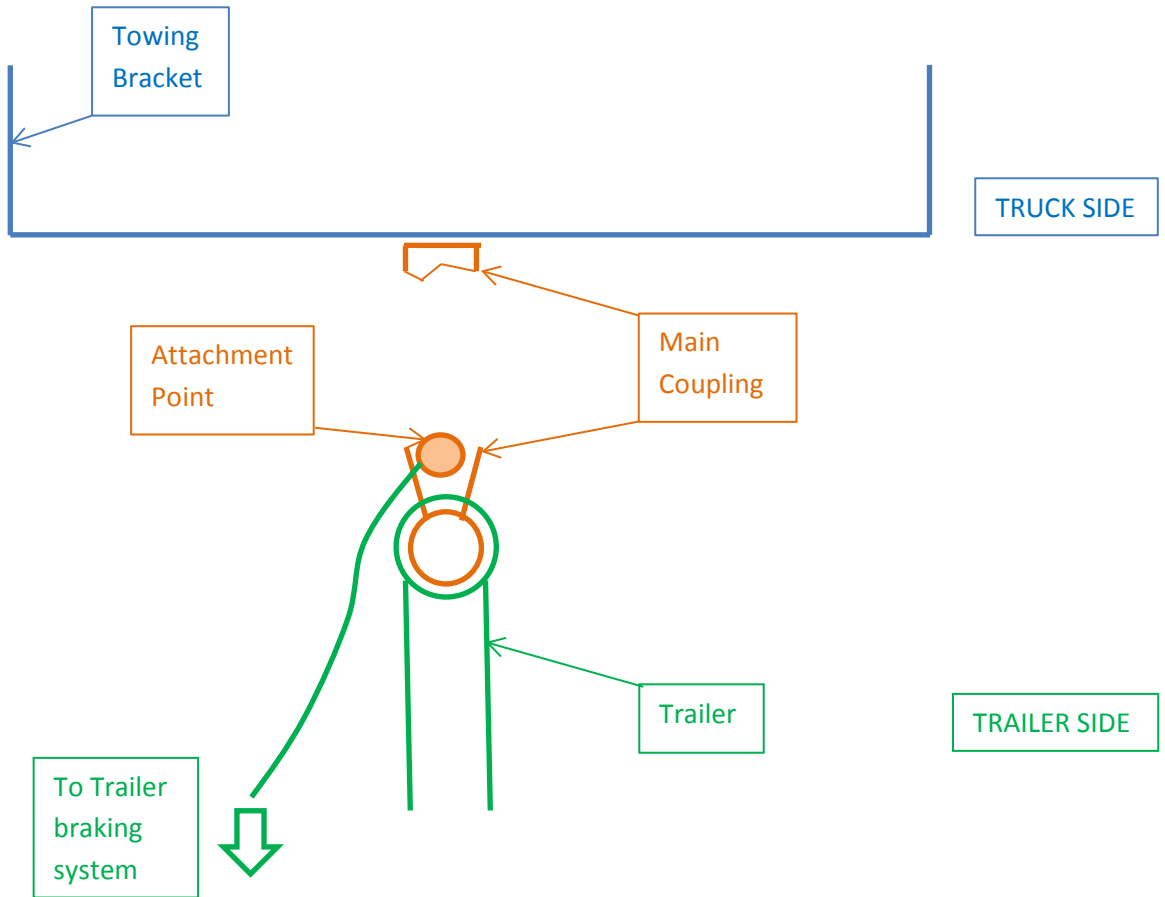
**New text according to doc. GRRF/2016/28:**

*Towing brackets / drawbeams which are intended to tow trailers up to 3.5t shall incorporate attachment points, to which either secondary couplings or devices necessary to enable the trailer to be guided and/or stopped automatically in the event of separation of the main coupling, may be attached.  
As an alternative an attachment point may be integrated to coupling component fitted to the towing bracket/drawbeam.*

**TOWING SYSTEM TOP VIEW – OPERATING MODE according to amended R55.01**



**TOWING SYSTEM TOP VIEW – MAIN COUPLING FAILURE MODE according to amended R55.01**



**In the event of main coupling separation, the secondary device (e.g. breakaway cable) WILL NOT be able to activate the trailer brakes and the trailer WILL NOT stop.**