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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****Eighty-second session**

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Item 4 of the provisional agenda

Regulation No. 55**Proposal for amendments to Regulation No. 55 (Mechanical couplings)****Submitted by the Chair of the informal working group on Regulation No. 55***

The text reproduced below was prepared by the experts of the informal working group on Regulation No. 55. It introduces amendments on the secondary coupling and the attachment points. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Paragraph 2.16., amend to read:

"2.16. **"Secondary coupling device"** means a chain, wire rope, etc., fitted to ~~a Class B coupling head as defined in paragraph 2.6.2~~ **a coupling device**, capable in the event of separation of the main coupling, of ensuring that the trailer remains connected to the towing vehicle and that there is some residual steering action."

Paragraph 4.8. (former) to be renumbered as paragraph 4.10.

Insert a new paragraph 4.8.

"4.8. 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.

The installation and operating instructions specified in 4.6. shall include all the information for the correct use these attachment points.

4.8.1. The attachment points for a secondary coupling and/or breakaway cable shall be positioned such that when in use, the secondary coupling or breakaway cable does not restrict the normal articulation of the coupling or interfere with the normal inertia braking system operation. A single attachment point shall be positioned within 100 mm of a vertical plane passing through the centre of articulation of the coupling. If this is not practicable, two attachment points shall be provided, one on each side of the vertical centre line and equidistant from the centre line by a maximum of 250 mm. The attachment point(s) shall be as rearward and as high as practicable.

4.8.2. The attachment points above shall comply with the requirement defined in paragraph 3.1.8. of Annex 6."

Insert a new paragraph 4.9., to read:

"4.9. Coupling heads/ coupling drawbar eyes, intended to be fitted to unbraked O₁ trailers, shall be fitted with a secondary coupling device or at least attachment point(s) to permit the connection of a secondary coupling device(s).

4.9.1. The attachment point(s) shall be positioned such that when in use, the secondary coupling device(s) does not restrict the normal articulation of the coupling.

4.9.2. The attachment point(s) above shall comply with the requirement defined in paragraph 3.2.4. of Annex 6."

Annex 5,

Paragraphs 1.6. and 1.6.1., shall be deleted:

Paragraphs 1.7. and 1.8. (former) shall be renumbered as paragraphs 1.6. and 1.7.

Paragraph 2.1. amend to read:

"2.1. Coupling heads of Class B50 shall be designed so that they can be used safely with the coupling balls described in paragraph 1. of this annex and thereby retain the prescribed characteristics.

~~Coupling heads, for a tractive force up to 800 kg and intended to be fitted to un-braked O₁ trailers, shall be fitted with a secondary coupling device or at least attachment point(s) to permit the connection of a secondary coupling device(s). The attachment point(s) shall be positioned such that when in use, the secondary coupling device(s) does not restrict the normal articulation of the coupling.~~

Coupling heads shall be designed in such a way that safe coupling is ensured, also taking into account the wear of the coupling devices."

Annex 6,

Paragraph 3.1.8., amend to read:

"3.1.8. The attachment points for the secondary coupling referred to ~~in Annex 5,~~ paragraph ~~4.5.4.8.~~ shall withstand a horizontal static force equivalent to 2D with a maximum of 15 kN. Where there is a separate attachment point for a breakaway cable this shall withstand a horizontal static force equivalent to D."

Paragraph 3.2.4., amend to read:

3.2.4. The secondary coupling device(s) attachment point(s) referred to in ~~Annex 5,~~ paragraph ~~2.1.4.9.~~ shall withstand a static force equivalent to 2D with a maximum of 15 kN.

II. Justification

1. The requirements defined in paragraphs 1.6. and 1.6.1. of Annex 5, paragraphs 2.1. of Annex 5 have been either totally or partially suppressed to be included in the paragraph 4. related to the general requirements. This allows to request the possibility to fix a secondary coupling and/or a brake away cable for un-braked O₁ trailers or inertia braked trailers up to 3.5t which are not only equipped with class B coupling heads but also with class S drawbar eyes (38 mm, 40 mm, and others).

2. Some manufacturers can provide both the towing brackets and the components fitted on. In that exclusive case, the attachment points may be integrated to the component.