

Draft Proposal for amendment of Regulation No.13

Additional Requirements for Spring Brakes on Trailers

A. PROPOSAL

Annex 8

Add a new paragraph 2.8., to read:

"2.8. Trailers which utilise the service braking system energy reserves 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 ~~300~~ 280kPa ~~the spring brakes shall be automatically applied~~ the pressure in the spring brake compression chamber shall reduce to 0kPa to fully apply the spring brakes. This requirement shall be verified with a constant service braking system energy reserve pressure of 280kPa.
- A reduction in the pressure within the service braking system energy reserve results in a corresponding reduction in the pressure in the spring compression chamber."

B. JUSTIFICATION

The proposal from the UK to ensure that the spring brakes automatically apply when there is a reduction in the energy reserves of the service braking system is supported in principle by industry. However the text as presented in ECE/TRANS/WP29/GRRF/2010/7 leaves the possibility of interpretation problems in the application of the requirement. The text proposed by CLEPA removes the interpretation problems by more clearly defining the requirement and the procedure as to how the requirement would be verified.

The only change to the requirement as proposed by the UK is to reduce the spring brake switching pressure from 300kPa to 280kPa. This is necessary to ensure an adequate tolerance of the switching pressure to enable this and other requirements associated with energy consumption to be fulfilled.

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