Summary of the proposal ECE/TRANS/WP.29/GRRF/2015/19

This document is a summary of the proposal document ECE/TRANS/WP.29/GRRF/2015/19. It is intended to give a quick overview of the proposal.

- The proposal is based on the current requirements in the regulation and especially Annex 14

- Important requirements are retained, such as:

. control of the braking system is on the trailer,

. the electrical trailer brake works only when the brakes of the towing vehicle are applied.

- The voltage of the current supplied by the towing vehicle is raised from 9,6 V to 11,2 V, the maximum amperage remains 15 A.

- The requirement for the place of the connector plug is brought in agreement with the requirements for air braked vehicles.

- Amendment of Annex 10 to include full trailers with an electrical brake.

- ­Introduction of the possibility to store the electric energy from the towing vehicle on the trailer.

- Allowing all forms of transmission, currently only electromechanically is allowed.

- Clarification of the voltages used during the prescribed test and where to measure.

- Additional requirements in the footnote with regard to the electrical connector are based on ISO-standards.

- Introduction of a requirement with regard the place of the warning signal, to be in the indirect field of vision of the driver.

- Introduction of requirements for the case the trailer has energy accumulators for the trailer brake with regard capacity of the storage devices and for warnings.

- Introduction of a requirement for an automatic brake for the case of a low energy level and for the case of a disconnected plug.

- In the appendix the terms single axle and multi axle trailer are replaced by semi-trailer/centre axle trailer and full trailer for clarity.