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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

Sixty-seventh session

Geneva, 2-5 February 2010

Item 3(c) of the provisional agenda

REGULATIONS Nos. 13 AND 13-H  
(Braking)

Trailer braking

Proposal for amendments to Regulation No. 13

Submitted by the expert from the United Kingdom\*

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. It is based on informal document No. GRRF-66-02. The modifications to the existing text of the Regulation are marked in bold characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Annex 8, insert a new paragraph 2.8., to read:

**"2.8. Trailers which utilize 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):**

- (a) When the energy reserves of the service braking system reduce to a pressure no lower than 300kPa the spring brakes shall be automatically applied.**
- (b) 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 manufactured with spring brakes which are 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.

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