**R55 informal group**

Item 2 - Use of coupling devices to other purposes than to combine vehicles

The story recaptured on the process in the working group for ISO15263 is that the ISO 15263 was initiated by the French authorities. During the development it turned out that the increase in demand, from no regulation to a very severe one, was too much for the group to accept. (Renault pushing hard get their “fixpoints” for bike carriers to become a market standard?).

Many participants had back then big problems to fulfill the proposed level and still have today. A four bike carrier is almost impossible to fulfill that standard and also a tow bar coupling can hardly manage the four (big) bikes load.

Mainly the non-French participants voted against the standard being published as an ISO standard. It was therefore withdrawn. However, the French participants adopted it as a French national standard (XPR). Since that, it is the only released standard for rear mounts today, that has to be followed to fulfill “best practice”.

The ISO 15263 and XPR-18-904-4 are the same documents in practice. It is more or less only the language that the XPR differs from the ISO.

There is only one reference in the documents that makes link to the load on the coupling:

**4.11 Compatibility rear bicycles carrier / vehicle(s) and rear bicycles carrier / towing device(s) – mount ability**

The device shall be satisfactorily fit all of the types of vehicles that are declared by the rear bicycles carrier manufacturer.

The rear carrier bicycles carrier mounted on a towing device (plate or ball) shall not generate in normal use, strengths higher than the ones for which the towing device is designed or approved according to Directive 94/20 or regulation R55. In addition to the test prescribed in this standard, this shall be justified by a calculation notice.

The XPR standard however does not define how the loads are to be calculated.