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Submitted by the manufacturer from Poland

## **Proposal for an amendment to Regulation No. 55 (Mechanical couplings)**

### **Point 4.1 Amend to read:**

Each sample representing each type with acknowledgement of dimensions, shape and dimensions of connectors placement, size and shape of mounting holes, and the manner of fitting the mechanical coupling device or component to the vehicle shall conform to the dimensional and strength specifications set out in annexes 5 and 6.

Following the tests specified in annex 6 there shall not be any cracks, fractures or any excessive permanent distortion which would be detrimental to the satisfactory operation of the device or component.

### **Annex 6. Testing of mechanical coupling devices or components**

#### **Add new point**

##### **Point 1.1.1**

The approval authority or technical service should determine the worst case condition from the samples representing each type with acknowledgement of dimensions, shape and dimensions of connectors placement, size and shape of mounting holes, and the manner of fitting the mechanical coupling device or component to the vehicle.

The worst case might be chosen by:

- theoretical check,
- knowledge and experience possessed by approval authority or technical service.

The test of the worst case alone should be sufficient.

Otherwise at least several different samples should be tested.

#### **Justification:**

Usually when applying for approval one sample is chosen, but not always it is the worst case from the approved coupling device or component.

E.g. in the approval of coupling head: Ø50 mm diameter coupling head is chosen. However, no other coupling head types (different according to shape and dimensions of connectors, as well as placement, size and shape of mounting holes) listed in the application for approval are tested.

Endurance tests of coupling heads with connectors with diameter different than Ø50mm, carried out according to the Regulation 55 (Annex 6; p. 3.2.1), within one type, might be negative for different variations of product . It is highly probable that such state of affairs is maintained since the beginning of production – it can be alleged that the mentioned coupling head types did not undergo any control or testing by technical services or approval authorities.

The lower endurance of coupling head can have a big influence on safety of users of the mechanical coupling devices and components as well as on general road safety; considering the benefit of the end-user and wanting to assure honest production practices.

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