

Park brake and Holding capabilities of MVCs

Legend:

Black text: relevant extracts from MVC-01-06

Blue text: proposed changes

Yellow marked text: changes during the MVC meeting #4 (revision 1)

Proposed amendments:

Add a new paragraph 5.2.1.34 to read:

5.2.1.34. Special requirements for power driven vehicles authorised to tow more than one trailer:

~~5.2.1.34.1. Application of the parking braking system on the power driven vehicle shall automatically apply the brakes of the trailer via the pneumatic control line. Alternatively, in the case where the parking brake control only applies the brakes of the power driven vehicle, another control means, accessible from the driver's seat, may be used to apply the brakes of the trailer.~~

~~In addition the requirements of paragraph 5.1.3.7. shall be fulfilled.~~

Add a new paragraph 5.2.2.24.7. to read:

5.2.2.24.7 Parking Braking System

5.2.2.24.7.1 The parking brake performance of a towing trailer shall be fulfilled by the application of spring brakes fulfilling the relevant requirements of Annex 4 and Annex 8.

Annex 4

Paragraph 2.3.2 amend to read:

2.3.2. On vehicles to which the coupling of a trailer is authorized, the parking braking system of the ~~towing vehicle~~ **power-driven vehicle** must be capable of holding the **laden** combination of vehicles stationary on a 12 per cent up or down-gradient. ~~This requirement shall only apply when one trailer is coupled.~~

Add a new paragraph 2.3.2.1. to read:

~~2.3.2.1. In the case of power driven vehicles authorised to tow more than one trailer the requirements of paragraph 5.2.1.33.1 shall apply to ensure that all trailers are braked when the parking brake of the power driven vehicle is applied.~~

~~2.3.2.1. In the case of power driven vehicles authorised to tow more than one trailer the requirements of paragraph 5.2.1.33.1 5.2.1.34.1 shall apply to ensure that all trailers~~

~~of the combination are braked when the parking brake of the power driven vehicle is applied applies the brakes of the following trailer via the pneumatic control line.~~

Justification of the changes: to be updated

1. The originally proposed new wording of paragraph 5.2.1.34.1 was too design restrictive, since prohibiting existing state of the art solution used in Nordic countries (so called “Nordic park brake”). Since this technical solution fully achieves the goal pursued by the updated requirements, OICA proposes amending the new paragraph 5.2.1.34.1 to be compatible with all existing state-of-the-art solutions on the market, i.e.
 - Automatic actuation of trailer service brake via park brake control
 - Actuation of trailer service brake via another control means available in the cab, while the park brake control applies brakes only on the power-driven vehicle
2. Annex 4 paragraph 2.3.2 is modified to clarify that the 12% slope requirement should apply to all combinations including MVCs. Indeed, the park brake capabilities should not depend on the number of trailers but only on the GCW.
3. Annex 4 paragraph 2.3.2.1 is modified to reflect the changes done in Paragraph 5.2.1.34.1.