

DRAFT AGENDA

5th meeting of GRRF/IG on Modular Vehicle Combinations MVC

Venue: CLEPA offices
European Association of Automotive Suppliers
87/01 Boulevard Brand WHITLOCK
BE-1200 BRUSSELS
Belgium

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Chairman: Anders Gunneriusson (SE)

Secretariat: Pierre Teyssier/Olivier Fontaine (OICA)

Dates: 26-27 October 2015, starting at 10:00 am the 1st day, finishing at 4:00 pm the last day

1. Welcome and Introduction

2. Approval of the agenda

3. Approval of the minutes of last meeting

Document: MVC-04-04 (Chair)

4. Outcomes of GRRF-79 (September 2015)

Document: GRRF-80-28 (S on behalf of MVC informal group)

5. Review of situation in different countries

6. Items for discussion (Review of document MVC-02-03-Rev2):

6.1. General:

6.1.1. Scope:

- Rigid tow bar dollies (1st priority)

- Braking requirements: Scope not limited to ISO18868 combinations
- Coupling requirements: **Input from Mr. Svensson**
- Hinged draw bar dollies (2nd priority)

6.1.2. Definition of a dolly: **Input from task-force** (leader: Mr. Svensson)

- Definition of rigid draw bar dolly:
 - o “dolly” means a towing trailer especially designed to tow a semi-trailer
 - o “rigid draw bar dolly” means ...
- Definition of B-Link-trailer (e.g. a semi-trailer able to tow another semi-trailer, with a 5th-weel coupling)

6.1.3. Truck intended for towing multiple trailers:

- Truck special provisions (only depend on the GCW, not on the number of trailers behind)
- Last trailer special provisions
- Towing trailer special provisions

6.2. Braking

6.2.1. Communication between vehicles:

- Technical principle: Point to point ISO 11992 connection between two successive vehicles in the combination
- **Task-force input** (Mr. Adam as leader)
 - o Confirm the technical approach
 - o Check/define what messages shall be transmitted forward and backward along the combination

6.2.2. Power supply dimensioning:

- **Input expected from Mr. Adam:** Does any potential / practical issue exist with ISO 7638 dimensioning (UN R13 paragraph 5.2.2.17.2. also to be reviewed)?

6.2.3. Parking brake:

- Principle: 12% requirement for all combinations
- Solution not design-restrictive (i.e. Nordic park brakes are allowed - **input expected from Mr. Gunneriusson**)
- Reference document: MVC-04-03-Rev1

6.2.4. Warning to driver:

- General principle: only need to know that “one” trailer is intervening or failing.
- The option of identifying the trailer remains possible.

6.2.5. Braking performance of Dolly

- Type 0 requirements (value of deceleration)
 - o Proposed approach: Dolly is a “tractor-like” towing trailer, thus 50% for type 0
 - o MVC-05 to confirm approach
- compatibility bands for dollies
 - o Proposed approach: using the compatibility band of a central axle trailer
 - o MVC-05 to confirm approach

6.3. Stability:

6.3.1. General principle of the master/slave relation: CLEPA to provide input on the possibility to transfer the information of last trailer EVSC intervention to the front vehicles

6.3.2. EVSC Mandatory or optional: **Mr. Adam to confirm** that pneumatic signal would anyway be transmitted to the last trailer

6.3.3. EVSC for dollies: EVSC is already prescribed, no need for further requirements

6.4. coupling issues

6.4.1. identifying what is missing in UN R55 IG to fully address MVC in R55

6.4.2. In-use calculation for multiple trailers: ISO 18868 is proposed as a base

6.4.3. Remote indication: GRRF accepted chassis side remote indication

6.5. Steering

6.5.1. Steered axle on a dolly

6.5.2. Steering table

6.6. Miscellaneous

6.6.1. Towing capacity of the truck

6.6.2. Trailer identification

7. Review of document MVC-01-06e (GRRF-66-08 – Amended)

8. Other business

9. Date and place of next meetings