

Svensson Bolennarth

Till: jstokreef@rdw.nl; Juergen.Westphaeling@tuev-sued.de
Ämne: SV: R55_12_12-Draft agenda 12th Meeting Informal Group on ECE R55

Från: jstokreef@rdw.nl [mailto:jstokreef@rdw.nl]
Skickat: den 11 januari 2016 10:10
Till: Svensson Bolennarth; Juergen.Westphaeling@tuev-sued.de
Ämne: RE: R55_12_12-Draft agenda 12th Meeting Informal Group on ECE R55

Dear Bolennarth and Jürgen,

The best wishes for the new year.

Unfortunately I cannot attend the meeting of the R55 working group due to too much work and other obligations. My apologies for that.

I asked anew (request of Jürgen) for the test reports of tests with so called “double bottom vehicles” (tractor – semi-trailer – dolly – semi-trailer) done in the Netherlands in the past. However with a disappointing result, the RDW does not have the reports anymore due to several cleaning actions of all paperwork. The importance of the report was not understood and the paper report was not digitized.

I also contacted the manufacturer involved at that time, he could not retrieve the test reports but had some letters of that time (Sept. 82). In the letters were the general RDW-requirements. These requirements are likely based on the test results;

- only single axle dolly and semi-trailers, max axle load 10 ton, **Single axle dolly is very rare today. A two axle dolly will give lower coupling forces.**
- axles of dolly and semi-trailer must have air-suspension, **This commonplace today**
- drawbar of dolly must be ridged, **This natural for a single axle dolly**
- the drawbar shall be calculated with a braking force of 80% of the maximum static axle load, **Axle load of dolly ? Vertical coupling force?**
- the rear cross beam with the drawbar coupling shall among others be calculated with a braking force of 80 % of 11.000 kg, **Axle load of dolly ? Vertical coupling force?**
- the bearings of the fifth wheel coupling on tractor and dolly must be made of rubber, **Give some softer response i.e. lower forces**
- drawbar eye and drawbar coupling on trailer must have a D-value of 16000 kg and a vertical load of 3000 kg, **No dynamic vertical force!!!**
- maximum combination length 18 m, **A short drawbar resulting in higher forces.**
- distance heart coupling eye to heart of the dolly axle must be preferably 180 cm but not more than 240 cm, **Unfavorable drawbar length.**
- the heart of the horizontal pivot point of the fifth wheel coupling on the dolly shall be 0 to 5 cm in front of the dolly axle, **Positive support load at the coupling**
- the heart of the drawbar coupling at the rear of the semi-trailer must be preferably 80 – 90 cm but not more than 90 cm, **A reference towards the rear axle is better.**

If in reality all these requirements were really necessary because of the test results or just are stated to be sure to be at the safe side, I do not know. I remember from the past that often was asked for the maximum possible (available), just to be sure. E.g. letters from RDW to manufacturers often mentioned some special couplings which had extra high approved specifications. We must realize that we talk about times more than 30 years ago. For your information I attached a drawing of such a double bottom combination.

I wish you all a very fruitful meeting in Paris. And again my apologies for not being able to come to Paris.

Best regards,

Jan

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Onderwerp: R55_12_12-Draft agenda 12th Meeting Informal Group on ECE R55

Dear Experts,

Herewith I send you the agenda for our meeting next week. See you there.

Please keep a close look at our website.

Best Regards

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