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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Dangerous Goods

Eighty-seventh session  
Geneva, 2-6 November 2009  
Item 5 of the provisional agenda

**PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR**

Chapter 9.2: Requirements for braking equipment

Transmitted by the Government of France \*

Summary	
Executive Summary:	The purpose of this document is to solve an inconsistency regarding the anti-lock braking system for trailers and to update the comments in the Table of 9.2.1 dealing with anti-lock braking system and endurance braking system.
Action to be taken:	Amend the comments for braking equipment in the Table of 9.2.1 and introduce a new transitional measure in 1.6.5.x.
Related Documents:	ECE/TRANS/WP.15/2009/6, ECE/TRANS/WP.15/201, paras. 38-40.

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\* The present document is submitted in accordance with paragraph 1(c) of the terms of reference of the Working Party, as contained in document ECE/TRANS/WP.15/190/Add.1, which provides a mandate to “Develop and update the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)”.

Introduction

1. At the last session of WP.15, in May 2009, a discussion was held on document ECE/TRANS/WP.15/2009/6 on the mandatory compliance of trailers with the requirements for braking system.
2. The requirements for anti-lock braking system were introduced in the ADR in 1993. For trailers, category A was not in Regulation No.13 at that time and was introduced in the ADR 1995. So trailers registered between 1 July 1993 and 30 June 1995 are equipped with anti-lock braking system, but not always of category A. Moreover some trailers registered before 1 July 1993 are also equipped with anti-lock braking system, but not always of category A.
3. Several delegations considered that the inconsistency regarding the anti-lock braking system for trailers since the category A requirement was introduced, needed to be solved and that could be done with the introduction of a transitional measure in Chapter 1.6.
4. In addition, the transitional period for anti-lock braking system and endurance braking system will end on 1 January 2010. From that date, all EX/III, AT, FL or OX vehicles in use of the specified weight category or purpose given in ADR shall be fitted with these systems. So, the comments in the Table of 9.2.1 concerning the application of braking equipment can be simplified.

Proposal

5. Amend the Table of 9.2.1 to read as follows:

TECHNICAL SPECIFICATIONS		VEHICLES					COMMENTS
		EX/II	EX/III	AT	FL	OX	
9.2.3	BRAKING EQUIPMENT						
9.2.3.1	General Provisions	X	X	X	X	X	
	Anti-lock braking system		X <sup>b</sup>	X <sup>b</sup>	X <sup>b</sup>	X <sup>b</sup>	<sup>b</sup> Applicable to motor vehicles (tractors and rigid vehicles) with a maximum mass exceeding 16 tonnes and motor vehicles authorized to tow trailers (i.e. full-trailers, semi-trailers and centre axle-trailers) with a maximum mass exceeding 10 tonnes. Motor vehicles shall be equipped with a category 1 anti-lock braking system. Applicable to trailers (i.e. full-trailers, semi-trailers and centre axle-trailers) with a maximum mass exceeding 10 tonnes. Trailers shall be equipped with a category A anti-lock braking system.
	Endurance braking system		X <sup>c</sup>	X <sup>c</sup>	X <sup>c</sup>	X <sup>c</sup>	<sup>c</sup> Applicable to motor vehicles with a maximum mass exceeding 16 tonnes or authorized to tow a trailer with a maximum mass exceeding 10 tonnes. The endurance braking system shall be of type IIA.

6. Add a new 1.6.5.x to read as follows:

"1.6.5.x Trailers first registered (or taken into service if registration was not mandatory) before 1 July 1995 equipped with anti-lock braking system in compliance with ECE Regulation No.13, 06 series of amendments but which do not comply with the technical requirements for category A anti-lock braking system may still be used.

Safety: No problem.

Feasibility and applicability: Facilitates the application of ADR.

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