



## **Report of 5<sup>th</sup> meeting of GRRF/IG on Automated Connections between Vehicles (ACV)**

Venue: Agoria, Diamant Building, Auguste Reyerslaan 80, 1030 Brussels  
Chairman: Anders Gunneriusson (anders.gunneriusson@transportstyrelsen.se)  
Secretariat: Annie Luchie (annie.luchie@agoria.be)  
Date and time of the session : Monday, 21<sup>st</sup> November 2011  
10:00 hrs until 16:00 hrs

### **1. Welcome and Introduction**

The Chairman welcomed everyone to the meeting.

### **2. Approval of the agenda**

The comments received from Mr W. Gaupp were noted, these will be discussed under agenda item 7.

### **3. Outcome of the 4<sup>th</sup> meeting of the IG/ACV**

The report of the meeting ACV-04-05 was amended. This revised report will also be forwarded to Geneva.

### **4. ACV in R13:**

#### 12/24 volt

Knorr-Bremse is of the opinion that the manufacturers should offer solutions. This item does not need to be regulated in R13. R13 should not be like an ISO standard and should not be design restrictive.

It must not be possible to connect the 12V and the 24V. If there is a mismatch the trailer brakes must not be able to be released. This is an issue for standard 13044, there is no need to put this into the Regulation at this point.

There are trailers that work on both 12V and 24V. The group considered that the handling of 12V and 24V will be dealt with in ISO13044/2 as state of the art. The ACV should have an indication which voltage it works on. ACV's are always made for 24V. Maybe there should be a warning from the trailer about compatibility.

For the next meeting, we should think about a provision for mismatching. Jost are to check with Australia how they handle this and should draft a proposal.

#### Response time

In annex 6 it is clear for an ordinary coupling, but if there is nothing for ACV that would be confusing.

We should establish an annex with all that is different for ACV and we should use a name that is different from 'coupling head'. We need something like 'in case of ACV the following differences apply'.

Mr Jennison from Knorr-Bremse presented his proposal. ISO7638 is spread all over Regulation 13; this is well established. Mr Jennison suggested not to change that and to just make a reference to a new annex containing everything relating to ACV. This can cover different levels of connector. We could put the general requirements in the annex and have appendices to make it more flexible. This would be easy to introduce.

The group made the observation that the motor vehicle manufacturers too should come to meetings of this working group.

VBG can go along with moving the text into an annex as long as there cannot be any misinterpretation. This should be achieved if the annex is well structured, definitions are added and an interface for the ACV is there. There was general agreement in the group for an annex. This will likely be annex 22. Mr Svensson will draft such a document. Pneumatic and electrical will be together in such an annex.

#### Solid connection of hoses

This item is to come out of the next agenda.

#### References to R55

This item is to come out of the next agenda.

#### Concerns raised regarding paragraph 2.34 and the words "Voltage supply" and "voltage return".

The meeting decided to stick to the wording used in the ISO7638 standard.

### **5. ACV in R55**

This agenda item is to be got back to.

### **6. Terms of Reference**

N1 vehicles can tow a semi-trailer. So N1 vehicles stay in the Terms of Reference.

The number of meetings planned are to be taken out of the document.

### **7. Other business**

Document ACV-05-03 does not need to be considered now as the text is to be transferred to the new document.

### **8. List of action items**

- Secretary to check with Australia on whether they will be attending the next GRRF and to schedule the next meeting in function of this.
- The representatives of Wabco and Knorr-Bremse will invite the truck manufacturers to the next meetings
- Secretary to send the Terms of Reference to Geneva before December

### **9. Date and place of next meetings.**

The next meeting of this working group will be held on 28<sup>th</sup> and 29<sup>th</sup> February 2012 at the offices of Agoria in Brussels.