

## **Report of 6<sup>th</sup> meeting of the GRRF/IG on Automated Connections between Vehicles (ACV)**

Venue: Agoria, Diamant Building, Auguste Reyerslaan 80, 1030 Brussels  
Chairman: Bolennarth Svensson (bolennart.svensson@vbggroup.com)  
Secretariat: Annie Luchie (annie.luchie@agoria.be)  
Date and time of the session : 28<sup>th</sup> and 29<sup>th</sup> February 2012  
10:00 hrs until 18:30 hrs on 28<sup>th</sup>  
9.00 hrs until 16.15 hrs on 29<sup>th</sup>

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

Given that the Chairman, Mr Gunneriusson, will have to miss this meeting because of illness, the group decided that Mr Svensson should chair the meeting.

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

Four new documents were added under agenda item 4.

### **3. Outcome of the 5<sup>th</sup> meeting of the IG/ACV**

The report of the meeting ACV-05-08 was approved without changes.

A new task for the future was noted : we need to review annex 6

A long discussion was held on what if both the automated connector and the ISO 7638 are connected.

We need to ask the trailer manufacturers what the usual length is of the EBS cable and we must think about driver warning.

New drawings need to be put in our working/final document.

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

The various working documents submitted for this meeting were discussed in detail. For the outcome of the discussions, please see document ACV-06-10.

#### Provisions for mismatching between 12/24 volt

The group went through the 12/24v document from Jost. In Australia most trailers are 12v. The group concluded that this working group does not need to make mention of this at all as the situation is not critical.

#### Measuring response time

Jost made some measurements. Response time of an ACV is lower than with a helix cable.

When we are measuring with a simulator, we have to measure the supply system.

We need a set of rules for the conventional system (annex 6) and a set of rules for the automated system.

If volume L in annex 6 is left then we have a problem. A valve adds 0.06s. We need to change the volume in annex 6 for the automated system.

If the connection line between truck and trailer is different then this must be taken into account. We actually need a longer length.

The group agreed that the method as outlined still applies but there are open issues :

- Is there room for a different value of L? If the volume L is changed then it must be changed in the calibration also.
- Timing is a secondary issue. We know the measurement is good but we don't know how it should be changed.

Solid connection of hoses

This item was not discussed.

A point for the next meeting : think about a manual button that would make the driver leave his cab.

**5. ACV in R55**

In the last meeting of GRRF, there was a recommendation from GRRF to establish an informal group on R55. An item that comes up is how to classify innovative coupling systems. So this working group does not need to work on classification. This group does, however, have to look at indication for remote operation. Mr Svensson will write some text for the next meeting. Our paper from the 3<sup>rd</sup> meeting is now obsolete.

ACV will be part of the vehicle type approval as it cannot be anything else. It will be part of the braking system approval.

**6. Other business**

No other business was discussed.

**7. List of action items**

Mr Svensson will write some text on indication for remote operation

**8. Date and place of next meetings.**

The next meeting of this working group will be held on 2<sup>nd</sup> and 3<sup>rd</sup> May 2012 at the offices of Agoria in Brussels.