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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****122nd session**

Geneva, 12–15 October 2021

Item 7 of the provisional agenda

**UN Regulation No. 55 (Mechanical couplings)****Proposal for Supplement 10 to 01 series of amendments and  
Supplement 2 to 02 series to UN Regulation No. 55  
(Mechanical couplings)****Submitted by the secretariat\***

The text reproduced below is based on document ECE/TRANS/WP.29/2019/21, Corrigendum 1 to Revision 2 of UN Regulation No. 55 (Mechanical couplings) and deemed to amend provisions of Annex 5 para. 12.1. introduced by supplement 4 to the 01 series of amendments. It is based on informal document GRSG-121-42. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in proposed programme budget for 2021 (A/75/6 (Sect.20), para 20.51), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate..



## I. Proposal

*Annex 5, Paragraph 12.1.*, amend to read:

"12.1. Devices for remote indication and remote control are permitted only on automatic drawbar couplings and automatic fifth wheel couplings.

~~Devices for remote indication and remote control are permitted only on automatic coupling devices of Classes C50 X and G50 X.~~

Devices for remote indication and remote control shall not interfere with the minimum free movement of the coupled drawbar eye or coupled semitrailer. They shall be permanently fitted to the vehicle.

All the devices for remote indication or remote control fall within the scope of testing and approval of the coupling device together with all parts of the operating devices and transmission devices."

## II. Justification

The text of the original amendment in ECE/TRANS/WP.29/2015/7 related to amendments of Paragraph 12.1. may lead to misinterpretations. The respective proposal for a Corrigendum to Revision 2 of UN Regulation No.55 had not been notified by OLA as it was considered as a duplication of what was already covered by ECE/TRANS/WP.29/2015/7. Furthermore, Revisions of UN Regulations are not considered as authentic treaty text and therefore corrigenda would not be notified by OLA. Corrigenda should be related to authentic texts only.

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