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COMMISSION DIRECTIVE

of 15 July 1991

adapting to technical progress Council Directive 71/320/EEC on the approximation of the laws of the Member States relating to the braking devices of certain categories of motor vehicles and their trailers

(91/422/EEC)

(OJ L 233, 22.8.1991, p. 21)

Corrected by:

►**C1** Corrigendum, OJ L 275, 2.10.1991, p. 36 (91/422/EEC)

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COMMISSION DIRECTIVE

of 15 July 1991

adapting to technical progress Council Directive 71/320/EEC on the approximation of the laws of the Member States relating to the braking devices of certain categories of motor vehicles and their trailers

(91/422/EEC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community,

Having regard to Council Directive 71/320/EEC of 26 July 1971 on the approximation of the laws of the Member States relating to the braking devices of certain categories of motor vehicles and their trailers [1], as last amended by Commission Directive 88/194/EEC [2], and in particular Article 5 thereof,

Whereas in the light of the progress made in braking technology, it is now possible to make the requirements more stringent and, in particular, to make it compulsory to fit certain heavy vehicles and trailers with automatic brake lining adjusters with a view to increasing road safety;

Whereas the provisions of this Directive are in accordance with the opinion of the Committee for the Adaptation to Technical Progress of the Directives on Motor Vehicles,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Annexes I, II, III, IV, V, VII, IX, X and XII to Directive 71/320/EEC are hereby amended in accordance with the Annex to this Directive.

Article 2

1. As from 1 October 1991 no Member State may, on grounds relating to braking devices:

— refuse, in respect of a type of vehicle, to grant EEC type-approval, or to issue the copy of the certificate provided for in the last indent of Article 10 (1) of Council Directive 70/156/EEC [3], or to grant national type-approval, or

— prohibit the entry into service of vehicles,

where the braking devices of such type of vehicle or of such vehicles comply with the provisions of Directive 71/320/EEC, as last amended by this Directive.

2. As from 1 October 1992 Member States:

— shall no longer issue the copy of the certificate provided for in the last indent of Article 10 (1) of Directive 70/156/EEC in respect of a type of vehicle of which the braking devices do not comply with the provisions of Directive 71/320/EEC, as last amended by this Directive,

— may refuse to grant national type-approval of a type of vehicle of which the braking devices do not comply with the provisions of Directive 71/320/EEC, as last amended by this Directive.

3. As from 1 October 1994 Member States may prohibit the entry into service of vehicles of which the braking devices do not comply with the provisions of Directive 71/320/EEC, as last amended by this Directive.

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(1) OJ No L 202, 6. 9. 1971, p. 37.
(2) OJ No L 92, 9. 4. 1988, p. 47.
(3) OJ No L 42, 23. 2. 1970, p. 1.

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Article 3

Member States shall bring into force the provisions necessary in order to comply with this Directive before 1 October 1991. They shall immediately inform the Commission thereof.

When Member States adopt these provisions these shall contain a reference to this Directive or shall be accompanied by such reference at the time of their official publication. The procedure for such a reference shall be adopted by Member States.

Article 4

This Directive is addressed to the Member States.

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ANNEX

AMENDMENTS TO THE ANNEXES TO DIRECTIVE 71/320/EEC, AS AMENDED BY DIRECTIVES 74/132/EEC, 75/524/EEC, 79/489/EEC, 85/647/EEC AND 88/194/EEC

ANNEX I: **DEFINITIONS, REQUIREMENTS, CONSTRUCTIONS AND FITTING**

Item 1.16.3 shall read:

‘1.16.3 *Centre-axle trailer*

“Centre-axle trailer” means a towed vehicle equipped with a towing device which cannot move vertically (in relation to the trailer), and in which the axle(s) is (are) positioned close to the centre of gravity of the vehicle (when uniformly loaded) such that only a small static vertical load, not exceeding 10 % of that corresponding to the maximum mass of the trailer or load of 1 000 daN (whichever is the lesser) is transmitted to the drawing vehicle.’ (remainder unchanged)

Item 2.1.2.3, add at the end:

‘The trailer air brake and the parking brake of the drawing vehicle may be operated simultaneously, provided that the driver is able to check, at any time, that the parking brake performance of the vehicle combination, obtained by the purely mechanical action of the parking brake device, is sufficient.’

Item 2.2.1.5.2 shall read: (only English text amended)

‘2.2.1.5.2 Furthermore, storage devices located …’ (remainder unchanged).

Item 2.2.1.8 shall read:

‘2.2.1.8 The action of the service braking device must be appropriately distributed among the axles. In the case of vehicles with more than two axles, in order to avoid wheel-locking or glazing of the brake linings, the brake force on certain axles may be reduced to zero automatically when carrying a much reduced load, provided that the vehicle meets all the performance requirements prescribed in Annex II.’

After item 2.2.1.11, the following new items 2.2.1.11.1 and 2.2.1.11.2 shall be added:

‘2.2.1.11.1 Wear adjustment shall be automatic for the service brakes. However, the fitting of automatic adjustment devices is optional for off-road vehicles of categories N_2 and N_3, and for rear brakes of vehicles of categories M_1 and N_1. Automatic wear adjustment devices shall be such that after heating followed by cooling of the brakes, effective braking is still ensured. In particular, the vehicle shall remain capable of normal running after the tests conducted in accordance with Annex II, item 1.3 (Type I test) and Annex II, item 1.4 (Type II test).

2.2.1.11.2 It shall be possible to easily check this wear on service brake linings, from the outside or underside of the vehicle, utilizing only the tools or equipment normally supplied with the vehicle; for instance, by the provision of appropriate inspection holes or by some other means. Alternatively, acoustical or optical devices warning the driver at his driving position when lining replacement is necessary are acceptable. The removal of front and/or rear wheels is permitted for this purpose on category M_1 and N_1 vehicles only.’

After item 2.2.1.12.2, the following new item 2.2.1.12.3 shall be added:

‘2.2.1.12.3 the type of fluid to be used in the hydraulic transmission braking devices shall be identified in accordance with ISO Standard 9128-1987. The relevant symbol according to figure 1 or 2 must be affixed in a visible position in indelible form within 100 mm of the filling ports of the fluid reservoirs; additional information may be provided by the manufacturers.’

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Item 2.2.1.18.3 shall read:

‘2.2.1.18.3 in the case of a break or leak in one of the air supply pipes (or in such other type of connection as may be adopted), it must nevertheless be possible for the driver to fully or partially actuate the trailer brakes, by means either of the service braking control or of the secondary braking control or of the parking braking control, unless the break or leak automatically causes the trailer to be braked with the performance prescribed in item 2.2.3 of Annex II;’

Items 2.2.1.18.4.1 and 2.2.1.18.4.2 shall read:

‘2.2.1.18.4.1 when the designated brake control of the controls mentioned in item 2.2.1.18.3 above is fully actuated, the pressure in the supply line must fall to 1,5 bar within the following two seconds;

2.2.1.18.4.2 when the supply line is evacuated at the rate of at least 1 bar/s, the automatic braking of the trailer must start to operate before the pressure in the supply line falls to 2 bar.’

After item 2.2.1.23, the following new item 2.2.1.24 shall be added:

‘2.2.1.24 In the case of a motor vehicle authorized to draw a trailer of category O_3 or O_4, the service braking device of the trailer may only be operated in conjunction with the service, secondary or parking braking device of the drawing vehicle.’

After item 2.2.2.8, the following new items 2.2.2.8.1 and 2.2.2.8.2 shall be added:

‘2.2.2.8.1 Wear adjustment shall be automatic for the service brakes. However, the fitting of automatic adjustment devices is optional for vehicles of categories O_1 and O_2. Automatic wear adjustment devices shall be such that after heating followed by cooling of the brakes, effective braking is still ensured.

In particular, the vehicle shall remain capable of normal running after the tests conducted in accordance with Annex II, item 1.3 (Type I test) and Annex II, item 1.4 (Type II test).

2.2.2.8.2 It shall be possible to easily check this wear on service brake linings, from the outside or underside of the vehicle, utilizing only the tools or equipment normally supplied with the vehicle; for instance, by the provision of appropriate inspection holes or by some other means.’

Item 2.2.2.9, delete the words ‘single-axled’ in the third line and substitute ‘separation’ for ‘breakage’ and ‘separates’ for ‘breaks’ in this item.

Item 2.2.2.11 shall read:

‘2.2.2.11 If the trailer is fitted with a device enabling compressed-air actuation of the braking device, other than the parking braking device, to be cut out, the first-mentioned device must be so designed and constructed that it is positively restored to the “at rest” position not later than on the resumption of the supply of compressed air to the trailer.’

ANNEX II: **BRAKING TESTS AND PERFORMANCE OF BRAKING DEVICES**

Item 1.1.1 shall read:

‘1.1.1 The performance prescribed for braking devices shall be based on the stopping distance and/or the mean fully developed deceleration. The performance of a braking device shall be determined by measuring the stopping distance in relation to the initial speed of the vehicle and/or by measuring the mean fully developed deceleration during the test.’

Item 1.1.3.7, add at the end:

‘Wheel-locking is permitted where specifically mentioned.’