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COMMISSION DIRECTIVE

of 11 February 1974

adapting to technical progress the Council Directive 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 of their trailers

(74/132/EEC)

(OJ L 74, 19.3.1974, p. 7)

Amended by:

		Official Journal		
		No	page	date
►**M1**	Commission Directive 75/524/EEC of 25 July 1975	L 236	3	8.9.1975
►**M2**	Commission Directive 79/489/EEC of 18 April 1979	L 128	12	26.5.1979

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(74/132/EEC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community;

Having regard to Council Directive No 70/156/EEC [1] of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers, as amended by the Act [2] annexed to the Treaty concerning the Accession of new Member States to the EEC and EAEC signed in Brussels on 22 January 1972, and in particular to Articles 11, 12 and 13 thereof;

Having regard to the Council Directive of 26 July 1971 [3] on the approximation of the laws of the Member States relating to the braking devices of certain categories of motor vehicles and of their trailers, as amended by the Act [4] annexed to the Treaty concerning the Accession of new Member States to the EEC and EAEC signed in Brussels on 22 January 1972, and in particular to Article 5 thereof;

Whereas many accidents occur due either to the locking of the wheels of the rear axle of an empty truck and of tractive units for articulated vehicles, or equally to the locking of the wheels of a trailer or semi-trailer when braked on a road of low adhesion; whereas in these conditions a braking distribution, excellent when the vehicle is laden, is found to be completely unsuited to operating conditions when the vehicle is empty and may entail locking of the rear axle wheels of motor vehicles or of the wheels of trailer axles, even for relatively low decelerations; whereas the vehicle or the combination of vehicles may skid or jack-knife;

Whereas in the light of technical progress it is now possible to fit vehicles with a device which matches the braking effort to the load;

Whereas the provisions of this Directive are in conformity with the Opinion of the Committee on the adaptation to technical progress of the Directives on the removal of technical barriers to trade in the motor vehicles sector,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Annexes II and IX of Council Directive No 71/320/EEC of 26 July 1971 are modified according to the Annex to the present Directive.

Article 2

1. With effect from 1 October 1974 no Member State shall on grounds relating to the braking devices:

— refuse EEC type approval, the delivery of the document referred to in Article 10 (1), last subsection, of Council Directive No 70/156/EEC of 6 February 1970, or the national type approval of a type of motor vehicle;

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(1) OJ No L 42, 23. 2. 1970, p. 1.
(2) OJ No L 73, 27. 3. 1972, pp. 115 and 157.
(3) OJ No L 202, 6. 9. 1971, p. 37.
(4) OJ No L 73, 27. 3. 1972, pp. 118, 119 and 158.

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— nor prohibit the entry into service of the vehicles; if the braking devices of this type of vehicle or of these vehicles comply with the provisions of Council Directive No 71/320/EEC of 26 July 1971, as last amended by this Directive.

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4. The Member States shall adopt and publish the provision necessary in order to comply with this Directive before 1 June 1974 and shall forthwith inform the Commission thereof.

Article 3

This Directive is addressed to the Member States.

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ANNEX

Modifications of the annexes of the Council Directive of 26 July 1971 (71/320/EEC)

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

Item 1.1.3.4 shall read: Without prejudice to the requirements contained in item 1.1.4.2 below, the road shall possess a surface having good adhesion.

After item 1.1.4.1 add item

1.1.4.2. The behaviour of vehicles in categories M_1, M_2, M_3, N_1, N_2, N_3, O_3 and O_4 on a road surface having reduced adhesion shall fulfil the conditions laid down in the Appendix.

Appendix (See 1.1.4.2): DISTRIBUTION OF BRAKING EFFORT AMONG VEHICLE AXLES

1. GENERAL REQUIREMENTS

Vehicles of categories M_1, M_2, M_3, N_1, N_2, N_3, O_3 and O_4 which are not fitted with a wheel anti-locking device shall fulfil the conditions of the present Appendix.

2. NOTATION

i = axle index (i = 1, front axle; i = 2, rear axle).

P_i = normal reaction of road surface on axle i under static conditions.

N_i = normal reaction of road surface on axle i under braking.

T_i = force exerted by the brakes on axle i.

f_i = T_i/N_i adhesion used by axle i.

J = deceleration of vehicle.

g = acceleration of gravity = 10 m/s^2.

z = braking ratio of vehicle = J/g ([1])

P = ►**M2** mass ◄ of vehicle.

h = height of centre of gravity.

E = wheelbase.

k = theoretical coefficient of adhesion between tyre and road.

Adhesion curves used by the vehicle means curves showing the adhesion used by the front axle and the rear axle plotted against the vehicle braking ratio on the specified load conditions.

3. REQUIREMENTS FOR MOTOR VEHICLES

3.1. **Two axle vehicles**

3.1.1. ([2]) Under all load conditions of the vehicle the adhesion curve for the front wheels shall be above that for the rear wheels:

— for all braking ratios of between 0·15 and 0·8 in the case of vehicles of category M_1;

— for braking ratios of between 0·15 and 0·30 in the case of vehicles of other categories, with the exeption of urban buses.

In addition, for k values of between 0·2 and 0·8,

([1]) For semi-trailers z is the braking force divided by the static ►**M2** mass ◄ on the trailer axle(s).

([2]) The requirement for Item 3.1.1 shall not be interpreted as requiring a level of efficiency higher than that laid down in Annex II.