



Ladies and Gentlemen, Dear Members,

You are receiving this TRAILER REPORT in advance of our members' meeting. As usual it pools information and service offers on current developments in technology, law, politics and other areas. Overregulation generates uncertainty and cost us all turnover, but we are stronger together – and with this sentiment we ask you to lend your active support to the association.

Should you have suggestions or concerns that would be of interest to other members, please email us at kontakt@tiv-ev.eu.

We wish you an enjoyable and informative read

Michael Jursch
Chairman of the Board

Board News

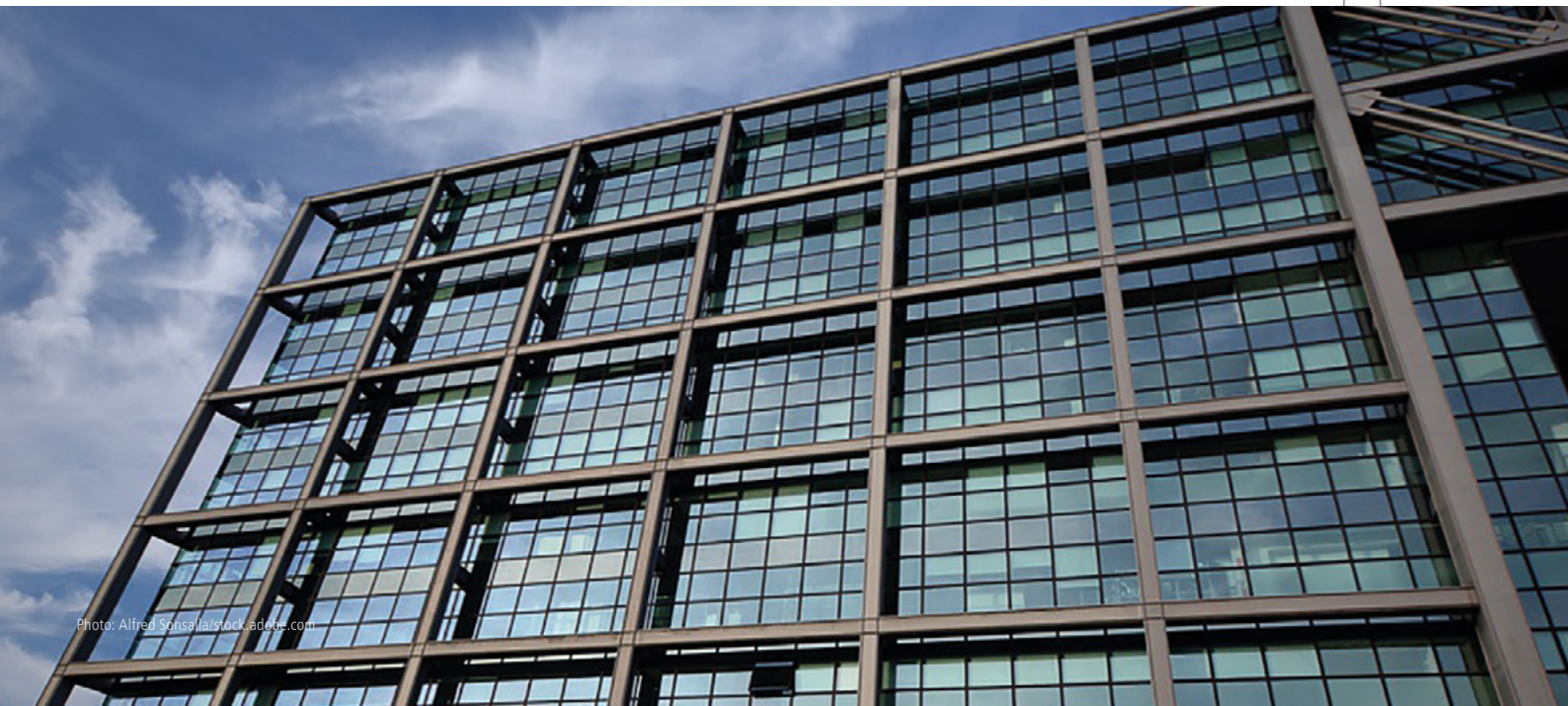
Members' Meeting



A cordial welcome!

Our members' meeting takes place in Berlin on 14th/15th June. The list of acceptances is long and promises an interesting sector meeting, among other things with a lofty evening event at the television tower! Last-minute latecomers are still welcome.

Advance notice requested.



From Berlin

Driving Licences and Trailers

2nd meeting with members of the Bundestag



On 18th May we and our Brussels representative, Mr Thomas Philipp Reiter, met up for the second time with **parliament members as part of a parliamentary breakfast** in Berlin. As in 2017 Chair Dr. Uwe Meyer outlined the complicated European driving licence law from the perspective of the trailer branch, in particular the inconsistencies of driving licence class B, and repeated the concrete proposal to reform the Trailer Industry Association: Ideal, of course, would be a return to the old class 3 driving licence expanded to include four axle combinations.

The TIV has set as a minimum goal an expansion of driving licence B so that this automatically and without additional costs covers the current driving licence B96, e.g. future driver training to contain an obligatory trailer module in theory and practice.

3.500 kg maximum total weight of
the combination



Illustration:
wm meyer Fahrzeugbau AG

At the meeting we also spoke at length with the Bundestag MP and 1st Chairman of the Federal Association: Liberal Entrepreneurs Thomas L. Kemmerich (FDP) from the Erfurt constituency, who is on the Bundestag's economic committee and has promised us his active support. It is planned, among other things, to pool the interests of the TIV with those, for example, of campers, riders and the craftsmen.

Strong together

Driving Licence Reform



The TIV is preparing an information pack based on the presentation made by Dr. Meyer to lend further weight to our „concrete proposal at a time when urgent reform is needed“: **Expansion of the driving licence class B to include class B96 or a return to the legal situation of the FS class 3.** We ask you to help us by contacting the member of parliament in your region.

Coupling I

Different Coupling Heights

192nd meeting of the FKT in Dresden



The TIV invited the technical commission for automotive technology of the Federal Ministry for Transport and digital Infrastructure (BMVI) to convene in Dresden on 24th and 25th April. Last year the TIV was accepted as a new member of the FKT and was thus, in its capacity as an industrial association, able to successfully table at the conference the topic „different coupling heights“ in accordance with ECE-R55. The deviation in the coupling heights between trailer and car can, according to the current legal

situation and in the worst case scenario, total up to 115 mm, which can have serious consequences on the safety of the combination.

The chair managed to bring the demand for a harmonisation of the coupling heights in the special commission „Special vehicle questions“ headed by Mr. Manfred Schwab from DEKRA Klettwitz. The TIV proposes changing the ECE-R55 regulation to a tolerance for car and trailer of 415 +/- 35 mm.



Difference of the coupling height causes danger

Illustration: STEMA Metallleichtbau GmbH

Technical services



Important Information on Automotive Technology

Meeting of the Chassis Work Group on 15th March

Customs duties, some of them not inconsiderable, will be levied retroactively from 1st February on **truck tyres** of a load index >121 **Made in China**. Interesting point here is that this could also be relevant for **car tyres** in 2019.

The members' meeting of the TIV has responded to the range of opinions held within the association by holding a vote to determine which opinion the members have on the topic of „self-adjusting brakes“ – yes or no.

Coupling II

Recommendations of the Work Groups



The legal position is unclear: While ECE-R55 clearly regulates this in the points 1.5 („The manufacturers of mounts must mounting points for ancillary couplings or devices that are required for an automatic stopping of the trailer should the main coupling fail. [...]“) and 1.5.1, the VO 94/20/EGA makes no reference to this. It needs to be established that not all trailer couplings have the mounting point required by ECE-R55 1.5. There are different national regulations governing the lasso-like throwing over of arrestor cable for an unbraked or breakaway cable for braked trailers via the ball neck.

D: lasso-like overthrowing is insufficient

NL: lasso-like overthrowing is insufficient

A: lasso-like throwing over permitted

CH: via 741.11 road traffic regulations, Art. 70 not clearly clarified

The work group recommends that manufacturers of cars observe ECE-R55 1.5 and 1.5.1 by, insofar as not already existing, accommodating the required mounting point on the mounts.

ECE-R55 1.5.1: „The mounting points for an ancillary coupling and/or a breakaway cable must be arranged so that the ancillary coupling or the breakaway cable do not restrict the normal movement of the coupling or do not impair the normal functioning of the overrun brake system. A single mounting point is to be located within 100mm on a vertical surface running through the centre of movement of the coupling. If this is not possible, one mounting point each should be located both sides of the vertical axis and in the same distance to it (max 250 mm). This/These mounting point(s) is/are to be located as far behind and above as possible.“

Editorial deadline: 6. June 2018



TIV - Trailer Industrie Verband e. V.
Europaplatz 2
10557 Berlin

Tel. +49 30 408 192 322
Fax +49 30 408 192 450
info@tiv-ev.eu
www.tiv-ev.eu

