



COMMUNICATION CONCERNING THE APPROVAL GRANTED ⁽¹⁾/ APPROVAL EXTENDED ⁽¹⁾/
APPROVAL REFUSED ⁽¹⁾/ APPROVAL WITHDRAWN ⁽¹⁾/ PRODUCTION DEFINITELY
DISCONTINUED ⁽¹⁾ OF A TYPE OF MECHANICAL COUPLING DEVICE OR COMPONENT,
PURSUANT TO REGULATION NO 55.01




Approval No: E11*55R01/08*11793*00

1. Trade name or mark of the device or component: BRINK
2. Type of device or component: 6773
3. Manufacturer's name and address:

Brink Towing Systems B.V.
Industrieweg 5
NL - 7951 CX Staphorst
The Netherlands
4. If applicable, name and address of the manufacturer's representative: Not applicable
5. Alternative supplier's names or trademarks applied to the device or component: Not applicable
6. Name and address of company or body taking responsibility for the conformity of production:
See item 3
7. Submitted for approval on: 22 September 2020
8. Technical service responsible for conducting approval tests: TÜV SÜD Auto Service GmbH

9. Brief description: Non-standard coupling ball 50
- 9.1. Type and class of device or component: 6773; A50-X
- 9.2. Characteristic values:
- 9.2.1. Primary values:
 D: 5.97 kN D_c: - kN S: 50 kg
 U: - tonnes V: - kN
 Alternative values:
 D: 5.87 kN D_c: - kN S: - kg
 U: - tonnes V: - kN
- 9.3. For Class A mechanical coupling devices or components, including towing brackets:
- Vehicle manufacturer's maximum permissible vehicle mass: 1860 kg
- Distribution of maximum permissible vehicle mass between the axles: Front: 915 kg
 Rear: 1050 kg
- Vehicle manufacturer's maximum permissible towable trailer mass: 900 kg
- Vehicle manufacturer's maximum permissible static mass on coupling ball: 50 kg
- Maximum mass of the vehicle, with bodywork, in running order, including coolant, oils, fuel, tools and spare wheel (if supplied) but not including driver: 1415 kg
- Loading condition under which the tow ball height of a mechanical coupling device fitted to category M₁⁽²⁾ vehicles is to be measured -see paragraph 2 of Annex 7, Appendix 1:
 As declared by the vehicle manufacturer
- 9.4. For class B coupling heads, is the coupling head intended to be fitted to an unbraked O₁ trailer:
 Not applicable
10. Instructions for the attachment of the coupling device or component type to the vehicle and photographs or drawings of the mounting points (see Annex 2, Appendix 1) given by the vehicle manufacturer: See manufacturers documentation
11. Information on the fitting of any special reinforcing brackets or plates or spacing components necessary for the attachment of the coupling device or component (see Annex 2, Appendix 1):
 Not applicable
12. Additional information where the use of the coupling device or component is restricted to special types of vehicles - see Annex 5, paragraph 3.4.: Not applicable

13. For Class K hook type couplings, details of the drawbar eyes suitable for use with the particular hook type: Not applicable
14. Date of test report: 06 October 2020
15. Number of test report: 20-00316-CX-GBM-00
16. Approval mark position: Type plate on crossbeam
17. Reason(s) for extension of approval: Not applicable
18. Approval GRANTED/~~EXTENDED/REFUSED/WITHDRAWN~~⁽¹⁾
19. Place: BRISTOL
20. Date: 12 NOVEMBER 2020
21. Signature: 
D LAWLOR
Chief Technical and Statutory Operations Officer
22. The list of documents deposited with the Administration Service which has granted approval is annexed to this communication and may be obtained on request.

Any remarks: None

- (1) Strike out what does not apply.
- (2) As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.3, para.2 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html.