



THE UNITED KINGDOM VEHICLE APPROVAL AUTHORITY

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/ APPROVAL WITHDRAWN 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



Approval No: E11\*55R01/07\*11513\*00

1. Trade name or mark of the device or component: BRINK
2. Manufacturer's name for the type of device or component: 6676
3. Manufacturer's name and address:  
Brink Towing Systems B.V.  
Industrieweg 5  
NL – 7951 CX Staphorst  
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: 07 May 2019
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: 6678; A50-X

9.2. Characteristic values:

9.2.1. Primary values:

D 8.41kN    D<sub>c</sub> - kN    S 75kg

U - tonnes    V - kN

Alternative values:

D - kN    D<sub>c</sub> - 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: 1940kg

Distribution of maximum permissible vehicle mass between the axles:    Front: 978 – 1013kg  
Rear: 953 – 976kg

Vehicle manufacturer's maximum permissible towable trailer mass: 1500kg

Vehicle manufacturer's maximum permissible static mass on coupling ball: 75kg

Maximum mass of the vehicle, with bodywork, in running order, including coolant, oils, fuel, tools and spare wheel (if supplied) but not including driver: 1470kg


Loading condition under which the tow ball height of a mechanical coupling device fitted to category M<sub>1</sub><sup>(2)</sup> 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 O<sub>1</sub> trailer  
~~YES/NO~~ 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 manufacturer's 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: 10 May 2019
15. Number of test report: 19-00214-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~~<sup>(1)</sup>
19. Place: BRISTOL
20. Date: 22 MAY 2019
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](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html).