

Specification for

**Electrical connections
between towing
vehicles and trailers
with 6 V or 12 V
electrical equipment:
type 12 S
(supplementary)**

UDC [629.114.3:728.76]:621.316.541*12S

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Foreword

This British Standard, which has been prepared under the direction of the Automobile Standards Committee, specifies requirements for 6 V or 12 V type S (supplementary) electrical connectors between towing vehicles and trailers and is based on ISO 3732:1976 “Road vehicles — Electrical connections between towing vehicles and trailers with 6 or 12 V electrical equipment — Type 12 S (supplementary)” published by the International Organization for Standardization (ISO). Connectors manufactured in accordance with the requirements of this standard are interchangeable with those made in accordance with ISO 3732, but the standards are not identical. It is expected that, in due course, ISO 3732 will be revised and aligned with this British Standard, except for the horizontal free space, which will probably remain at 55 mm.

United Kingdom legislation requires that rear fog lights are fitted to new vehicles and trailers manufactured on or after 1 October 1979 and first used on or after 1 April 1980. The No. 2 pin of the type N connector, as specified in BS AU 149:1969, which was not previously allocated, was frequently used for power supplies. This pin has now been allocated to rear fog lights (see BS AU 149a:1980) and the No. 4 pin of the type S connector (not previously allocated) has been allocated to power supplies in addition to the No. 6 pin. The horizontal free space has been reduced from 55 mm (ISO 3732), which is considered excessive, to 40 mm to align with current UK practice (see Figure 3).

Terminology and conventions. It has been found convenient to reproduce most of ISO 3732 for this British Standard. Some terminology and certain conventions are not identical with those used in British Standards; attention is especially drawn to the following.

The comma has been used throughout as a decimal marker. In British Standards it is current practice to use a full point on the baseline as the decimal marker.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

Compliance with a British Standard does not of itself confer immunity from legal obligations.

Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, pages 1 to 5 and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

Amendments issued since publication

Amd. No.	Date of issue	Comments
3687	October 1981	Indicated by a sideline in the margin

This British Standard, having been prepared under the direction of the Automobile Standards Committee, was published under the authority of the Executive Board and comes into effect on 31 March 1980

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The following BSI references relate to the work on this standard:
Committee reference AUE/-
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