

Proposal for amendments to CITA proposals ECE/TRANS/WP.29/GRVA/2025/43 (R13) and /44 (R13H)

Proposed amendments to the regulation are indicated in bold for new characters, and strikethrough for deleted characters. The proposed changes by CITA, OICA and CLEPA are highlighted in blue.

I. Proposal for supplement 3 to 14 series of amendments to UN R13 (to be carried over to series 15, as supplement 2)

Insert new paragraph 2.57., to read:

2.567. ~~“On-Board Diagnostic (OBD) system” means an on-board diagnostic system for the vehicle’s self diagnostic and reporting, which has de capability of detecting the occurrence of a malfunction and of identifying the likely area of malfunction by means of fault codes stored in computer memory. OBD live values refer to the real-time data streamed from vehicle’s sensors and systems.~~

“Electronic vehicle interface” provides the access to real time parameters of the braking system specified within this regulation.

Paragraph 5.1.4.6.2.1., amend to read:

5.1.4.6.2.1. It shall be possible to evaluate the relationship between the brake demand value(s) and the measured braking force on a roller brake tester. The brake demand value(s) shall be displayed on the vehicle and easily readable from the driver's seat during the roller brake test (e.g., using a menu system, automatic demand, etc.). **Additionally, it shall be possible to read the brake demand value(s) through the OBD connector an electronic vehicle interface (e.g. the OBD port), if existing, using a scan tool an off board electronic device.** The vehicle manufacturer shall describe how to display **and access** those values and make this information available according to paragraph 5.1.4.5.1. above.

Insert new paragraph 12.1.2.1., to read:

12.1.2.1. ~~[As from the official date of entry into force of the supplement 1 to the 14 series of amendments, Contracting Parties applying this Regulation shall require the compliance of paragraph 5.1.4.6.2.1. for granting type approval extensions for a vehicle equipped with an electrical transmission braking system.]~~

Until 24 months after the date of entry into force of the Supplement 3 to the 14 series of amendments to this Regulation, Contracting Parties applying this Regulation can continue to grant or extend type approvals to the 14 series of amendments to this Regulation without taking into account the amendments of the Supplement 3.

II. Proposal for a supplement to the 02 series of amendments to UN R13-H

Insert new paragraph 2.38., to read:

2.38. ~~“On-Board Diagnostic (OBD) system” means an on-board diagnostic system for the vehicle’s self diagnostic and reporting, which has de capability of detecting the occurrence of a malfunction and of identifying the likely area of malfunction by means of fault codes stored in computer~~

~~memory. OBD live values refer to the real-time data streamed from vehicle's sensors and systems.~~

“Electronic vehicle interface” provides the access to real time parameters of the braking system specified within this regulation.

Paragraph 5.1.4.4.1.1., amend to read:

- 5.1.4.4.1.1. It shall be possible to evaluate the relationship between the brake demand value(s) and the measured braking force on a roller brake tester. The brake demand value(s) shall be displayed on the vehicle and easily readable from the driver's seat during the roller brake test (e.g., using a menu system, automatic demand, etc.). **Additionally, it shall be possible to read the brake demand value(s) through the OBD connector or an electronic vehicle interface (e.g. the OBD port), if existing, using a scan tool or an off board electronic device.** The vehicle manufacturer shall describe how to display **and access** those values and make this information available according to paragraph 5.1.4.3.1. above.

Insert new paragraph 12.3.2.1., to read:

- ~~12.13.2.1. [As from the official date of entry into force of the supplement 1 to the 02 series of amendments, Contracting Parties applying this Regulation shall require the compliance of paragraph 5.1.4.4.1.1. for granting type approval extensions for a vehicle equipped with an electrical transmission braking system.]~~

Until 24 months after the date of entry into force of the Supplement 1 to the 02 series of amendments to this Regulation, Contracting Parties applying this Regulation can continue to grant or extend type approvals to the 02 series of amendments to this Regulation without taking into account the amendments of the Supplement 1.

III. Justification of changes in blue text

New definition 2.56

- Renumbering of paragraph 2.56 which already exists in series 14, to 2.57.
- The proposed definition for “OBD system” is too wide for the purpose, which is only to read the ETBS brake demand value. Furthermore, the definition of OBD system is not used in the text (nor needed). The proposal is to use a technically neutral definition for an “Electronic vehicle interface”, open to future technical evolutions.

Changes to 5.1.4.6.2.1.

- Proposal to use more neutral terms which does not point at a specific technical solution: replace “OBD connector” by “electronic vehicle interface”, and “scan tool” by “off board electronic device”.
- The “OBD port” is given as an example, based on the terms used in UN R156 and 157 (software update and ALKS regulations).

Transitional provisions 12.1.2.1.

- The original text proposal is not needed: supplements anyway apply as soon as they are in force.
- Industry needs a 24 months transitional provisions in order to not disturb on-going approvals or frozen designs ready for market, and to adapt the production in a second step. In order to avoid creating a new series for this modification, the proposal is to use the WP29 guidelines for transitional provisions, where a mention to extension was added to not only cover new approvals.