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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****169<sup>th</sup> session**

Geneva, 21-24 June 2016

Item 4.9.2 of the provisional agenda

**1958 Agreement – Consideration of draft amendments  
to existing Regulations submitted by GRRF****Proposal for the 01 series of amendments to Regulation  
No. 13-H (Brakes of M<sub>1</sub> and N<sub>1</sub> vehicles)****Submitted by the Working Party on Brakes and Running Gear\***

The text reproduced below was adopted by the Working Party on Brakes and Running Gear (GRRF) at its eighty-first session (ECE/TRANS/WP.29/GRRF/81, para. 55). It is based ECE/TRANS/WP.29/GRRF/2016/6 amended by Annex VII of the session report and ECE/TRANS/WP.29/GRRF/2013/13 as amended. This proposal is removing the provisions related to Brake Assist Systems and Electronic Stability Control, intended to be in separate and new Regulations in ECE/TRANS/WP.29/2016/61 as well as ECE/TRANS/WP.29/2016/62 proposed for simultaneous adoption. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration at their June 2016 sessions.

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\* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## **01 series of amendments to Regulation No. 13-H (Brakes of M<sub>1</sub> and N<sub>1</sub> vehicles)**

*Contents, reference to Annex 9 and its appendices, shall be deleted:*

*Amend paragraph 1. by inserting a new paragraph 1.2.3., to read:*

### **"1. Scope**

1.1. This Regulation applies to the braking of vehicles of categories M<sub>1</sub> and N<sub>1</sub>.<sup>1</sup>

1.2. This Regulation does not cover:

1.2.1. Vehicles with a design speed not exceeding 25 km/h;

1.2.2. Vehicles fitted for invalid drivers.

1.2.3. The approval of the ESC and BAS systems of the vehicle."

*Paragraphs 2.24. to 2.34.2., shall be deleted.*

*Footnote 4 and its reference in paragraph 4.3, to be deleted.*

*Subsequent footnotes, shall be renumbered*

*Paragraphs 4.4.3. to 4.4.4., shall be deleted.*

*Paragraph 5.1.1.4. amend to read:*

"5.1.1.4. The effectiveness of the braking equipment shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by fulfilling the technical requirements and and respecting the transitional provisions of Regulation No. 10 by applying:

- (a) The 03 series of amendments for vehicles without a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries).
- (b) The 04 series of amendments for vehicles with a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries)."

*Paragraph 5.1.3., amend to read:*

"5.1.3. The requirements of Annex 8 shall be applied to the safety aspects of all complex electronic vehicle control systems, including those defined in an independent regulation, which provide or form part of the control transmission of the braking function, included those which utilize the braking system(s) for automatically commanded braking or selective braking.

However, vehicles equipped with systems or functions, including those defined in an independent regulation, which use the braking system as the means of achieving a higher level objective, are subject to Annex 8 only insofar as they have a direct effect on the braking system. If such systems are provided, they must not be deactivated during type approval testing of the braking system."

*Paragraphs 5.2.24. to 5.2.24.1., shall be deleted.*

*Paragraphs 12.5. and 12.6., shall be deleted.*

Paragraph 12, amend to read:

## "12. Transitional provisions

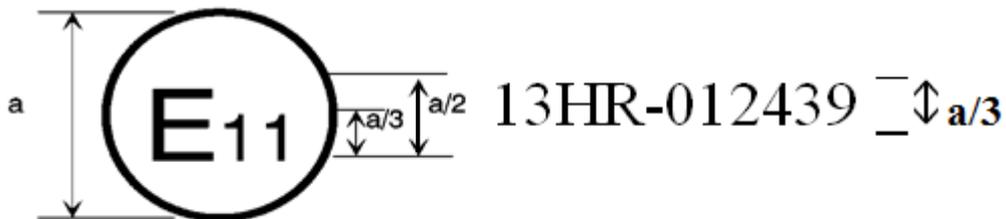
- 12.1. As from 1 September 2018, no Contracting Party applying this regulation shall refuse to grant or refuse to accept type approvals to this regulation as amended by the 01 series of amendments.
- 12.2. Even after 1 September 2018, Contracting Parties applying this regulation shall continue to accept type approvals granted to the 00 series of amendments to this regulation.
- However, Contracting Parties applying this regulation shall not be obliged to accept, for the purpose of national or regional type approval, type approvals to the 00 series of amendments to this regulation for vehicle types not fitted with a Vehicle Stability Function (as defined in Regulation No. 13) or ESC and BAS.
- 12.3. As from 1 September 2018, Contracting Parties applying this regulation shall grant type approvals only if the vehicle type to be approved meets the requirements of this regulation as amended by the 01 series of amendments.
- 12.4. Contracting Parties applying this regulation shall not refuse to grant extensions of type approvals for existing types, regardless of whether they are fitted with a Vehicle Stability Function (as defined in Regulation No. 13) or ESC and BAS or not, on the basis of the provisions valid at the time of the original approval."

Annex 1,

Paragraphs 21. to 22.1.2., shall be deleted.

Annex 2,

Approval mark and Paragraph below Model A, amend to read:



" The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to braking, been approved in the United Kingdom (E 11) pursuant to Regulation No. 13-H under approval number 012439. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of the 01 series of amendments to Regulation No. 13-H. "

Annex 6, paragraph 4.3. amend to read:

- "4.3. The operation of the anti-lock system shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by compliance with Regulation No. 10, as required by paragraph 5.1.1.4 of the Regulation."

*Annex 9*, shall be deleted.

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