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World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Brakes and Running Gear (GRRF)

(Fifty-sixth session, 20-22 September 2004,
agenda item 1.1.)

**PROPOSAL FOR DRAFT AMENDMENT TO
REGULATION No. 13**

(Braking)

Transmitted by the expert from the United Kingdom

Note: The text reproduced below was prepared by the experts from the United Kingdom. It is based on informal document GRRF-55-6 (TRANS/WP.29/GRRF/55, para. 6).

Note: This document is distributed to the Experts on Brakes and Running Gear only.

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A. PROPOSAL

Insert a new paragraph 12.1.2.3., to read:

"12.1.2.3. As from [1 July 2007] Contracting Parties applying this Regulation shall no longer grant approvals to this regulation for category M₁ vehicles."

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B. JUSTIFICATION

During discussions at the informal meeting to develop the Passenger Car GTR, it was highlighted that there is a low level of mandatory application of Regulation No. 13-H by Contracting Parties. It was considered that completion of the GTR could provide just another avenue for vehicle manufacturers to obtain brake system approval rather than it becoming a truly globally harmonized standard.

When Regulation No. 13-H was initially developed, the intention was for it to harmonize standards that cover M₁ vehicles and leave Regulation No. 13 to cover all other vehicles. The distinction between the two regulations has never been made. To justify the work involved in developing the GTR, there needs to be a commitment that Contracting Parties will use the new Regulation and this proposal paves the way for this to happen.

The proposed date, in square brackets, has to be agreed and needs to allow industry sufficient time to comply with the change. During the transitional period delegates to GRRF will have to study Regulation No. 13-H to ensure that it includes all the appropriate provisions for passenger cars and that all references to M₁ vehicles are removed from Regulation No. 13.
