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agenda item 1.1.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 13
(Braking)

Transmitted by the Expert from Germany

Note: The text reproduced below was prepared by the expert from Germany in order to update his proposal to allow the installation of a manual switch-off of the anti-lock braking system on Off-Road-Vehicles (TRANS/WP.29/GRRF/47, para. 15).

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

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A. PROPOSAL

Annex 13, paragraph 4.5., amend to read (the footnote is not amended):

A4.5. A manual device to may not be provided only to disconnect or change the control mode 5/ of the anti-lock braking system, except on off-road power- driven vehicles of categories N2 and N3 as defined in annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3). On other vehicles a manual device is only allowed if it is primarily used for selecting a differential locking function or an all-wheel drive mode. Where a device is fitted, the following conditions must be met:@

* * *

B. JUSTIFICATION

There is no doubt about the positive effects in practice resulting from the equipment of vehicles with anti-lock braking systems. As a logic consequence the mandatory equipment of all commercial vehicles with a GVW > 3,5 t is required since the 08 series of amendments to Regulation No. 13.

According to paragraph 5.1.2.1. of the Regulation the general requirement exists:

The service braking system shall enable the driver to control the movement of the vehicle and to halt it safely, speedily and effectively, whatever its speed and load, on any up and down gradient.

This requirement is fulfilled for the normal use of the vehicles on the road in a nearly optimal way with the anti-lock braking system functional. In spite of this fact, there are deviating situations for power-driven vehicles, in which it is necessary for safety reasons, to provide a possibility to switch off the anti-lock braking system. For off-road power driven vehicles of categories N₂ and N₃, this is taken into account by allowing a manual switch-off. Such a separate manual switch alone to disconnect or change the control mode of the anti-lock braking system is not allowed for other vehicles. And it is not the intention of this proposal to allow it. However, to exclude possible critical conditions for vehicles with a differential locking function or an all-wheel drive mode, a switch-off must be possible in connection with the selection of these functions or modes.
