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World Forum for Harmonization of Vehicle Regulations (WP.29)  
(One-hundred-and-thirtieth session,  
24-27 June 2003, agenda item 4.2.4.)

PROPOSAL FOR DRAFT SUPPLEMENT 8 TO THE 09 SERIES OF AMENDMENTS  
TO REGULATION No. 13

(Braking)

Transmitted by the Working Party on Brakes and Running Gear (GRRF)

Note: The text reproduced below was adopted by GRRF at its fifty-third session, and is transmitted for consideration to WP.29 and to AC.1. It is based on the text reproduced in the session report (TRANS/WP.29/GRRF/53, para. 11 and annex 2).

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Paragraphs 5.1.4. and 5.1.4.1., amend to read:

“5.1.4. Provisions for the periodic technical inspection of braking systems

5.1.4.1. It shall be possible to assess the wear condition of the components of the service brake that are subject to wear e.g. friction linings and drums/discs (in the case of drums or discs, wear assessment may not necessarily be carried out at the time of periodic technical inspection). The method by which this may be realized is defined in paragraphs 5.2.1.11.2 and 5.2.2.8.2. of this Regulation.”

Paragraph 5.2.1.11.2., amend to read:

“5.2.1.11.2. Checking the wear of the service brake friction components”

Insert new paragraphs 5.2.1.11.2.1. and 5.2.1.11.2.2., to read:

“5.2.1.11.2.1. It shall be possible to easily check this wear on service brake linings from the outside or underside of the vehicle utilizing only the tools or equipment normally supplied with the vehicle, for instance by the provision of appropriate inspection holes or by some other means. Alternatively, acoustic or optical devices warning the driver at his driving position when lining replacement is necessary are acceptable. The yellow warning signal specified in paragraph 5.2.1.29.1.2. below may be used as the optical warning signal.

5.2.1.11.2.2. Assessment of the wear condition of the friction surfaces of brake discs or drums may only be performed by direct measurement of the actual components, which may necessitate some level of disassembly. Therefore, at the time of type approval, the vehicle manufacturer shall define the following:

- (a) The method by which wear of the friction surfaces of drums and discs may be assessed, including the level of disassembly required and tools and process required to achieve this.
- (b) Information defining the maximum acceptable wear limit at the point at which replacement becomes necessary.

This information shall be made freely available e.g. vehicle handbook or electronic data record.”

Paragraph 5.2.2.8.2., amend to read:

“5.2.2.8.2. Checking the wear of the service brake friction components”

Insert new paragraphs 5.2.2.8.2.1. and 5.2.2.8.2.2., to read:

“5.2.2.8.2.1. It shall be possible to easily check this wear on service brake linings from the outside or underside of the vehicle utilizing only the tools or equipment normally supplied with the vehicle, for instance, by the provision of appropriate inspection holes or by some other means.

5.2.2.8.2.2. Assessment of the wear condition of the friction surfaces of brake discs or drums may only be performed by direct measurement of the actual components, which may necessitate some level of disassembly. Therefore, at the time of type approval, the vehicle manufacturer shall define the following:

- (a) The method by which wear of the friction surfaces of drums and discs may be assessed, including the level of disassembly required and tools and process required to achieve this.
- (b) Information defining the maximum acceptable wear limit at the point at which replacement becomes necessary.

This information shall be made freely available e.g. vehicle handbook or electronic data record.

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