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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

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

Working Party on Brakes and Running Gear (GRRF)  
(Fifty-seventh session, 31 January-4 February 2005,  
agenda item 1.1.)

AMENDMENT PROPOSAL TO REGULATIONS Nos. 13 and 13-H

(Braking and harmonized braking)

Transmitted by the expert from the International Organization of  
Motor Vehicle Manufacturers (OICA)

Note: This document is distributed according to the request of GRRF (TRANS/WP.29/GRRF/56, para. 11). It concerns the exclusion of M<sub>1</sub> category of vehicles from the scope of Regulation No. 13 and the extension of the scope of Regulation No. 13-H to N<sub>1</sub> category of vehicles. It is based on documents TRANS/WP.29/GRRF/2004/12, TRANS/WP.29/GRRF/2004/28 and the comments received on them during the fifty-sixth session of GRRF.

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

GE.04-24228

**A. PROPOSAL FOR AMENDMENT TO REGULATION 13-H**

Paragraph 1.1., amend to read:

"1.1. This Regulation applies to the braking of vehicles of Category M<sub>1</sub>, and at the manufacturer's request may be used to approve N<sub>1</sub> vehicles as defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3). 1/"

**B. PROPOSAL FOR AMENDMENT TO REGULATION 13**

Insert a new paragraph 12.1.2.3., to read:

"12.1.2.3. As from [1 January 2008] Contracting Parties applying this Regulation shall no longer grant approvals under this regulation for category M<sub>1</sub> vehicles."

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**C. JUSTIFICATION**

**General**

During the discussion 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 to obtain brake system approval rather than becoming a truly globally harmonized standard.

When Regulation No. 13-H was initially developed, the intention was for it to harmonize standards that cover M<sub>1</sub> 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, a commitment of the Contracting Parties would be necessary that they use the new Regulation and this proposal paves the way for it.

The date proposed in square brackets in the proposal for amendment to Regulation No.13, has been changed compared to document TRANS/WP.29/GRRF/2004/12 in order to take into account the six-month delay separating the fifty-sixth and the fifty-seventh GRRF. It aims to allow the industry sufficient time to comply with the change which has still to be agreed. It should also be verified whether Regulation No. 13-H includes all the appropriate provisions for passenger cars and that all references to M<sub>1</sub> vehicles were removed from Regulation No. 13.

### **Regulation No. 13-H**

Along with proposal B of this document to remove M<sub>1</sub> vehicles from Regulation No. 13 and leaving this category of vehicle to be covered by Regulation No. 13-H, it is proposed to permit that certain vehicles of category N<sub>1</sub> be approved, at the manufacturer's request, under Regulation No. 13-H.

In the case of car-derived N<sub>1</sub> vehicles, which have a braking system as in the M<sub>1</sub> parent, allowing the approval under Regulation No. 13-H means that no separate type approval under Regulation No. 13 has to be made. This would permit the manufacturers to avoid double approvals for car-derived N<sub>1</sub> vehicles.

The car-derived N<sub>1</sub> vehicles will have to meet a higher level of requirement than in Regulation No. 13 but could represent a saving in cost and time due to the reduced testing.

### **Regulation No. 13**

As mentioned above, it is justified to promote the use of Regulation No. 13-H for approving M<sub>1</sub> category of vehicles. This can be achieved by deleting this category from the scope of Regulation No. 13.

However, N<sub>1</sub> vehicles need to remain in the scope of Regulation No. 13 because some vehicles of that category are derived from N<sub>2</sub> vehicles. Those lorry-derived N<sub>1</sub> vehicles would need tremendous evolution or even complete redesign, if they had to achieve the same performance level as M<sub>1</sub> vehicles.

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