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World Forum for Harmonization of Vehicle Regulations

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Item 4.2.9 of the provisional agenda

1958 AGREEMENT

Consideration of draft amendments to existing Regulations

Proposal for Supplement 4 to the 11 series of amendments to Regulation No. 13
(Heavy vehicle braking)

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 at its sixty-sixth session in order to clarify the text of Regulation No. 13. It is based on ECE/TRANS/WP.29/GRRF/2009/6, not amended, ECE/TRANS/WP.29/GRRF/2009/8, not amended, ECE/TRANS/WP.29/GRRF/2009/19, as amended by para.6 of the report, ECE/TRANS/WP.29/GRRF/2009/21, not amended, ECE/TRANS/WP.29/GRRF/2009/33 as amended by para. 21 of the report, and ECE/TRANS/WP.29/GRRF/2009/35, not amended (ECE/TRANS/WP.29/GRRF/66, paras. 6,11,12,13 and 21). It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

Throughout the text of Regulation No.13,

Replace the reference to "ISO 7638:1997" by "ISO 7638:2003"

Replace the reference to "ISO 7638-1 or 7638-2:1997" by "ISO 7638-1 or ISO 7638-2:2003"

Replace the reference to "ISO 7638-1:1997" by "ISO 7638-1:2003"

Replace the reference to "ISO 7638-2:1997" by "ISO 7638-2:2003"

(reference to ISO 7638 without a date this shall remain unchanged)

Paragraph 2.24., amend to read:

"2.24. "Electric control line" means the electrical connection between two vehicles which provides the braking control function to a towed vehicle within a combination. It comprises the electrical wiring and connector and includes the parts for data communication and the electrical energy supply for the trailer control transmission."

Paragraph 5.2.1.12., the reference to "ISO 9128:1987", amend to read "ISO 9128:2006"

Paragraph 5.2.1.31. to 5.2.1.31.2., amend to read:

"5.2.1.31. When a vehicle is equipped with the means to indicate emergency braking, activation and de-activation of the emergency braking signal shall only be generated by the application of the service braking system when the following conditions are fulfilled:
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5.2.1.31.1. The signal shall not be activated when the vehicle deceleration is below the values defined in the following table but it may be generated at any deceleration at or above those values, the actual value being defined by the vehicle manufacturer:

	The signal shall not be activated below
N ₁	6 m/s ²
M ₂ , M ₃ , N ₂ and N ₃	4 m/s ²

The signal shall be de-activated for all vehicles at the latest when the deceleration has fallen below 2.5 m/s².

5.2.1.31.2. The following conditions may also be used:

- (a) The signal may be generated from a prediction of the vehicle deceleration resulting from the braking demand respecting the activation and de-activation thresholds defined in paragraph 5.2.1.31.1 above.

or

- (b) The signal may be activated when the service braking system is applied at a speed above 50 km/h and when the antilock system is fully cycling (as defined in paragraph 2. of Annex 13).

The signal shall be de-activated when the antilock system is no longer fully cycling."

Insert a new paragraph 5.2.1.33., to read:

"5.2.1.33. Category N₁ vehicles having no more than 3 axles may be equipped with a vehicle stability function. If fitted, it shall include roll-over control and directional control and meet the technical requirements of Annex 21 to this Regulation."

Annex 21

Paragraphs 2.1.1. and 2.1.2., amend to read:

"2.1.1. Where a vehicle

- (c) When the vehicle is being driven in reverse.
- (d) When it has been automatically or manually disabled, in this case the provisions of paragraph 2.1.2. below shall apply.

2.1.2. When a vehicle is equipped with a means to automatically or manually disable the vehicle stability function, the following conditions shall apply as appropriate:"

Insert new paragraphs 2.1.2.1. to 2.1.2.3., to read:

"2.1.2.1. When a vehicle is equipped with a means to automatically disable the vehicle stability function to provide increased traction by modifying the functionality of the drive train, the disablement and its re-instatement shall be automatically linked to the operation which changes the functionality of the drive train.

2.1.2.2. When a vehicle is equipped with a means to manually disable the vehicle stability function, the vehicle stability function shall be automatically reinstated at the initiation of each new ignition cycle.

- 2.1.2.3. A constant optical warning signal shall inform the driver that the vehicle stability function has been disabled. The yellow warning signal specified in paragraph 2.1.5. below may be used for this purpose. The warning signals specified in paragraph 5.2.1.29. of this Regulation shall not be used."

Paragraph 2.1.4., amend to read:

- "2.1.4. Interventions of the vehicle stability function shall be indicated to the driver by a flashing optical warning signal. The indication shall be present as long as the vehicle stability function is in an intervention mode. The yellow warning signal specified in paragraph 2.1.5. below may be used for this purpose.

Interventions of the vehicle stability function used in any learning process ..."

Paragraph 2.1.5., amend to read:

- "2.1.5. A vehicle stability function failure or defect shall be detected and indicated to the driver by a yellow optical warning signal.

The warning signals specified in paragraph 5.2.1.29. of this Regulation shall not be used for this purpose.

The warning signal shall be constant ...position."

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