

AMENDMENT PROPOSAL TO REGULATIONS Nos. 13 AND 13-H

Note: This document concerns the exclusion of M₁ category of vehicles from the scope of Regulation No. 13 and the extension of the scope of Regulation No. 13-H to N₁ category of vehicles. It is based on document TRANS/WP.29/GRRF/2005/7 and the comments received on it during the fifty-seventh and fifty-eighth sessions of GRRF. The modifications to the existing text of the Regulations are marked in **bold** characters.

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 categories M₁ **and N1** as defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3). 1/"

Footnote 1, amend to read:

"1/ This Regulation offers an alternative set of requirements for category ~~M1~~ **N1** vehicles to those contained in Regulation No. 13. Contracting Parties that are signatories to both Regulation No. 13 and this Regulation recognize approvals to either Regulation as equally valid."

B. PROPOSAL FOR AMENDMENT TO REGULATION 13

Footnote */ to paragraph 1.1., amend to read:

"*/ An alternative set of requirements for categories M1 **and N1** vehicles is offered in Regulation No. 13-H. Contracting Parties that are signatories both to Regulation No. 1- H and this Regulation recognize approvals to either Regulation as equally valid."

Insert a new paragraph 12.1.2.3., to read:

"12.1.2.3. As from [1 January 2009] Contracting Parties applying this Regulation shall no longer grant approvals under this regulation for category M₁ vehicles."

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 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, 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/2005/7 in order to take into account the twelve-month delay separating the fifty-seventh and the fifty-ninth GRRF. It aims to allow the industry sufficient time to comply with the change which has still to be agreed.

In this new version of the proposal, M1 category is kept in the footnote to paragraph 1.1. of Regulation No. 13 for the transitional period until when this category will be definitely removed from the scope. After the period, the footnote will address N1 category only.

Regulation No. 13-H

Along with proposal B of this document to remove M₁ 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 N₁ be approved, at the manufacturer's request, under Regulation No. 13-H.

In the case of car-derived N₁ vehicles, which have a braking system as in the M₁ 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 N₁ vehicles.

The car-derived N₁ 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 M₁ category of vehicles. This can be achieved by deleting this category from the scope of Regulation No. 13.

However, N₁ vehicles need to remain in the scope of Regulation No. 13 because some vehicles of that category are derived from N₂ vehicles. Those lorry-derived N₁ vehicles would need tremendous evolution or even complete redesign, if they had to achieve the same performance level as M₁ vehicles.
