Economic and Social Council

Economic Commission for Europe

Inland Transport Committee

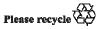## World Forum for Harmonization of Vehicle Regulations

One-hundred-and-fifty-second session
Geneva, 9–12 November 2010
Item 4.16.1 of the provisional agenda
1958 Agreement – Consideration of draft corrigenda
to existing Regulations proposed by GRRF

Proposal for Corrigendum 1 to 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 (GRRF) at its sixty-eighth session to allow a smooth transition between Supplement 3 and Supplement 4 to the 11 series of the Regulation with regard to the vehicle stability function failure signal. This signal has not yet been adopted as a specific signal in Regulation No. 121 (Identification of controls, tell-tales and indicators). It is based on the text of informal document No. GRRF-68-16-Rev.2, not amended. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration.

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* 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 the performance of vehicles. The present document is submitted in conformity with that mandate.

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Annex 21, 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 signal specified in paragraph 5.2.1.29.1.2. of this Regulation may be used for this purpose but shall not be used for interventions as defined in paragraph 2.1.4. of this annex.

The warning signal shall be constant and remain displayed as long as the failure or defect persists and the ignition (start) switch is in the 'on' (run) position."

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