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Item 4.8.2 of the provisional agenda

**1958 Agreement – Consideration of draft amendments
to existing Regulations submitted by GRRF****Proposal for Supplement 13 to Regulation No. 13-H (Brakes
of M₁ and N₁ vehicles)****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-ninth session to align the electronic stability control malfunction tell-tale with those of Federal Motor Vehicles Safety Standards (FMVSS) No. 126, and to clarify the periodic technical inspection requirements. It is based on ECE/TRANS/WP.29/GRRF/2010/24 and on ECE/TRANS/WP.29/GRRF/2011/6, both not amended (ECE/TRANS/WP.29/GRRF/69, paras. 10 and 16). 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 2010–2014 (ECE/TRANS/208/, para. 106 and ECE/TRANS/2010/8, 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.

Paragraph 5.1.4.2., amend to read:

"5.1.4.2. It shall be possible to verify, in a frequent and simple way, the correct operational... available."

Insert new paragraph 5.1.4.2.1., to read:

"5.1.4.2.1. Where the operational status is indicated to the driver by warning signals, as specified in this regulation, it shall be possible at a periodic technical inspection to confirm the correct operational status by visual observation of the warning signals following a power-on."

Paragraph 5.1.4.2.1. (former), renumber as paragraph 5.1.4.2.2.

Annex 9, paragraph 3.4.4., amend to read:

"3.4.4. The manufacturer may use the ESC malfunction tell-tale in a flashing mode to indicate ESC intervention and/or the intervention of ESC-related systems (as listed in paragraph 3.4.1.9.)."
