

Corrections to Official Text

To identify the type of error or omission the text below has been categorised as follows:

GREEN highlight: errors and omissions that are considered to be related to copy and paste.

BLUE highlight: amendments that would add clarity

YELLOW highlight: changes that would improve consistency

VIOLET highlight: text which would be an improvement

Regulation:

The footnote to paragraph 12.4.1. is defined as 1/ should this not be a continuation from the previous footnote i.e. 22. Also the footnote refers to "As defined in R.E.3." however I believe this was changed to "As defined in Regulation No. 107". Certainly Regulation 107 includes the definitions for the respective vehicle classes and is probably easier to locate than R.E.3.

Annex 6

3.4.1. The simulator shall produce a digital demand signal in the electric control line according to ISO 11992-2:2003 ~~including ISO 11992-2:2003~~ and its Amd.1:2007 and shall provide the appropriate information to the trailer via pins 6 and 7 of the ISO 7638:2003 connector. For the purpose of response time measurement the simulator may at the manufacturer's request transmit to the trailer information that no pneumatic control line is present and that the electric control line demand signal is generated from two independent circuits (see paragraphs 6.4.2.2.24. and 6.4.2.2.25. of ISO 11992-2:2003 and its Amd.1:2007).

ISO 11992-2:2003 is already referenced therefore the second reference is not necessary

Annex 10

1.3.1. At the time of type approval it shall be checked that the development of braking on an axle of each independent axle group shall be within the following pressure ranges:

(a) Laden vehicles:

At least one axle shall commence to develop a braking force when the pressure at the coupling head is within the pressure range 20 to 100 kPa.

At least one axle of every other axle group shall commence to develop a braking pressure force at when the coupling head is at a pressure ≤ 120 kPa.

(b) Unladen vehicles:

At least one axle shall commence to develop a braking force when the pressure at the coupling head is within the pressure range 20 to 100 kPa.

The existing text is inappropriate as the objective is to generate a braking force at a given coupling head pressure as defined in the previous paragraph and section (b). This text was added as part of the 10 Series of amendments – see document ECE-TRANS.WP.29/2004/39

Explanatory note on the use of diagram 4B

1. Formula from which diagram 4B is derived:

$$K = \left[1.7 - \frac{0.7P_R}{P_{Rmax}} \right] \left[1.35 - \frac{0.96}{E_R} \left(1.0 + (h_R - 1.2) \frac{gP}{P_R} \right) \right] - \left[1.0 - \frac{P_R}{P_{Rmax}} \right] \left[\frac{h_R - 1.0}{2.5} \right]$$

2. Description of method of use with practical example.

The above formula is currently positioned under paragraph 2 but is associated with paragraph 1

Footnotes:

There is no Footnote 2 as they are numbered 1, 3, 4 etc. Renumber Footnote 3 to Footnote 2 and renumber the remainder

Annex 11 – Appendix 2:

There are two footnotes tables 1 and 2 of paragraph 3.8 both of which are designated by *. As the content of each footnote is different would it not be more appropriate to defined these as footnotes 1 & 2.

Annex 13

4.5.2. An optical warning signal shall inform the driver that the anti-lock system has been disconnected or the control mode changed; the yellow anti-lock failure warning signal specified in paragraph 5.2.1.29.1.2. of the Regulation may be used for this purpose.

The warning may be constant or flashing

5.1.1.1. The initial energy level in the energy storage device(s) shall be that specified by the manufacturer. This level shall be at least such as to ensure the efficiency prescribed for service braking when the vehicle is laden.

The energy storage device(s) for pneumatic auxiliary equipment shall be isolated.

Highlighted paragraph numbers are missing

Footnote 11 which applies to paragraphs 5.2.2., 5.2.3. and 5.2.4. defines the test surfaces K_H and K_L however these are also specified in Appendix 1, "Symbols and Definitions", therefore footnote 11 should be amended by deleting the definitions but retaining " k_H and k_L are measured as laid down in Appendix 2 to this annex".

Annex 14:

In paragraph 1.6 there is a reference to footnote 11 however this should be footnote 1.

Annex 16:

Footnote 1 is applied in paragraph 2.2. to "VDC Active / Passive" and should also be applied to the same text in paragraph 2.1.2.

Footnote 2 is identical to footnote 1.

Footnotes 5 & 6 as applied to paragraph 2.4.2. are identical.

Annex 17

- 3.1.2. Be capable of receiving all of the messages transmitted by the motor vehicle to be type approved and be capable of transmitting all trailer messages defined within ISO 11992-2:2003 and its Amd 1:2007
- 3.2.2.1.1. The parameters defined in EBS 12 byte 3 of ISO 11992-2:2003 and its Amd 1:2007 shall be checked against the specification of the vehicle as follows:
- 3.2.2.2.1. The parameters defined in EBS 11 of ISO 11992-2:2003 and its Amd 1:2007 shall be checked as follows:
- 4.1.3. Shall be capable of receiving all of the messages transmitted by the trailer to be type approved and be capable of transmitting all motor vehicle messages defined within ISO 11992-2:2003 and its amend Amd 1:2007
- 4.2.2.1.1. The trailer response to the parameters defined in EBS 11 of ISO 11992-2:2003 including ISO 11992-2:2003 and its Amd.1:2007 shall be checked as follows:
- 4.2.2.1.2. For trailers equipped with only an electric control line, the response to messages defined in EBS 12 of ISO 11992-2:2003 and its amend Amd 1:2007 shall be checked as follows:

Throughout Annex 17 and other parts of the Regulation there are references to ISO 11992-2:2003 and its Amd 1:2007 or ISO 11992-2:2003 and its amend 1:2007, the most common being the former however there should be consistency within the Regulation.

Annex 19

4.4.2.9. If the manufacturer - - - -

The details of any additional conditioning shall be recorded and appended to the brake factor B_f in paragraph 2.3.1. of Annex 11, Appendix 3, by specifying for instance the following test parameters:

(a) Brake actuator pressure, the brake input torque or the brake output torque of the brake application

“output” is not in the official text but adds clarity after specifying the brake input torque.

Diagram 2 is currently positioned at the end of Section 5 which is associated with anti-lock testing but the diagram is associated with Section 4 and should therefore be positioned after paragraph 4.6.1.

Annex 20

3.2.1.2. Any difference in the brake input torque between one axle and another within an axle group bogie of the "subject trailer" shall not differ from that of the "reference trailer".

The reference to “bogie” was replaced by “axle group” throughout the Regulation it would appear that in this case the original reference was not deleted.

Paragraph 7.4.1. includes footnote 64 which should be footnote 1

Annex 21

2.1.1. Where a vehicle is equipped with a vehicle stability function as defined in paragraph 2.34. of this Regulation, the following shall apply:

In the case of directional control the function shall have the ability to automatically control individually the speed of the left and right wheels on each axle or an axle of each axle group 1/ by selective braking based on the evaluation of actual vehicle behaviour in comparison with a determination of vehicle behaviour demanded by the driver. 2/

In the case of roll-over control the function shall have the ability to automatically control the wheel speeds on at least two wheels of each axle or axle group 1/ by selective braking or automatically commanded braking based on the evaluation of actual vehicle behaviour that may lead to vehicle roll-over. 2/

In both cases, - - - - -

The highlighted text is missing