Proposal for corrigendum to Regulation No. 13
(Braking of vehicle categories M2, M3, N2, N3, O)

The text reproduced below was prepared by the experts from the Netherlands
and Hungary in order to correct inconsistencies in Annex 12

The modifications to the existing text of the Regulation are **bold** for new
and strikethrough in blue for deleted characters.

1/I. Proposal

2.2.18. *shall be read*

> s': effective (useful) travel of control in millimetres, determined as required by paragraph 9.4.**10.**4. of this annex

1/II. Justification

> This change is necessary to follow the renumbering of paragraphs 9 to 10 because of the inserting of paragraph 8.

2/I. Proposal

10.4.2.3 *shall be read*

> In hydraulic braking systems: s' = s − s **s"**.

2/II. Justification

> Correction of typing mistake in revision 8.

3/I. Proposal

Annex 12 - Appendix 4
Test report on the compatibility of the inertia brake control device, the transmission and the brakes on the trailer

5.8.3. *shall be read*

$$\frac{s'}{2\,s_{B^*} \cdot n \cdot F_{RZ} \cdot i'_g} = \dots\dots$$

(shall not be less than: i_g $\mathbf{i_h}$/F$_{HZ}$)

> (shall not be greater than travel of master cylinder actuator as specified in paragraph 8.2. of Appendix 2 to this annex)

3/II. Justification

The corresponding requirement in main part of Annex 12 contains also $\mathbf{i_h}$.

10.4.3.2.   in hydraulic-transmission inertia braking systems:

$$\frac{i_h}{F_{HZ}} \leq \frac{s'}{2\,s_{B^*} \cdot nF_{RZ} \cdot i'_g}$$

and this is adequate formula of fluid volume balance after rearranging the equation:

$$2\,s_{B^*} \cdot nF_{RZ} \cdot i'_g \leq \frac{F_{HZ} \bullet s'}{i_h}$$, it means that needed fluid volume of all wheel brakes should

not be grater than the fluid volume supported by the master cylinder.

4/I. Proposal

Annex 12 - Appendix 4
Test report on the compatibility of the inertia brake control device, the transmission and the brakes on the trailer

5.7.6. *shall be read*
   Braking torque when the trailer moves rearward including rolling resistance
   n • Mr ~~0.08•g•G~~$_A$~~•R~~ = ...Nm
   (shall not be greater than:-**0.08•g•G$_A$•R** ~~n • Mr~~)

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4/II. Justification

$n * M_r$ is the generated braking torque by all the wheel brakes when the trailer moves rearward and it shall not be greater than 0.08 g.G_A *R (paragraph 3.4. of Annex 12).