

Distr.  
GENERAL

TRANS/WP.29/GRRF/2001/1  
17 November 2000

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Brakes and Running Gear (GRRF)  
(Forty-ninth session, 29 January-2 February 2001,  
agenda item 1.1.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 13-H

(Harmonized braking)

Transmitted by the Expert from Germany

Note: The text below was prepared by the expert from Germany in order to eliminate a discrepancy between Regulation No. 13-H and Regulation No. 13. It is based on the text of a document distributed without a symbol (informal document No. 21) during the forty-eighth session (TRANS/WP.29/GRRF/48, para.24).

---

Note: This document is distributed to the Experts on Brakes and Running Gear only.

GE.00-

**A. PROPOSAL**

Paragraph 5.2.2.4., amend to read:

" ... the vehicle is in motion. **This requirement shall not apply if the vehicle's service braking system can be actuated, even partially, by means of an auxiliary control.**"

\* \* \*

**B. JUSTIFICATION**

The aim of this proposal is to resolve a deviation of Regulation No. 13-H from Regulation No. 13, which is difficult to justify.

Paragraph 5.3.1.2.4. of Regulation No. 13 offers two possibilities to brake a vehicle and stop it, in the event that the common control for the service and secondary braking cannot be actuated:

- (i) either by the application of the parking brake, or
- (ii) by actuation of the service braking system, even partially, by means of an auxiliary control.

However, Regulation No. 13-H does only allow application of the parking brake for this purpose.

This deviation inhibits innovative solutions, in particular for vehicles with an electric parking brake. To apply an electric parking brake while a vehicle is in motion on a low adhesion road surface may cause wheel locking. To avoid possible loss of stability, vehicles are under development that make use of the alternative provision of Regulation No. 13, i.e. the service braking can be actuated by a control other than the common control for service and secondary braking.

This proposed alignment of Regulation No. 13-H with Regulation No. 13 fully retains the redundancy principles on which both Regulations are based.

---