

Proposal for amendments to Regulation No. 13 (Clarifications)

Adopted amendments to ECE/TRANS/WP.29/GRRF/2010/13

The text reproduced below was prepared by the expert from the European Association of Automotive Suppliers (CLEPA) to clarify Regulation No. 13 with respect to the use of the term "electric control transmission". It is based on informal document GRRF-66-11 amended to reflect the discussion at the sixty-sixth session of the Working Party on Brakes and Running Gear (GRRF). The modifications to the existing text of the Regulation are marked in bold and strikethrough characters. The modifications to ECE/TRANS/WP.29/GRRF/2010/13 are marked in red.

A. PROPOSAL

Paragraph 5.~~2.1.23.~~, amend to read:

"5.2.1.23. Power driven vehicles authorised to tow a trailer equipped with an anti-lock system shall also be equipped with a special electrical connector, conforming to ISO7638:2003 7/, for the electric control transmission ~~and/or the anti-lock system of trailers.~~"

Paragraph 5.2.1.29.2., amend to read:

"5.2.1.29.2. ~~With the exception of vehicles of category N₁,~~ Power-driven vehicles equipped with an electric control line and/or authorized to tow a trailer equipped with an electric control transmission ~~and/or anti-lock braking system~~, shall be capable of providing a separate yellow warning signal to indicate a defect within the ~~anti-lock braking system and/or~~ electric control transmission of the braking equipment of the trailer. The signal shall be activated from the trailer via pin 5 of the electric connector conforming to ISO 7638:2003 ^{9/} and in all cases the signal transmitted by the trailer shall be displayed without significant delay or modification by the towing vehicle. This warning signal shall not light up when coupled to a trailer without an electric control line and/or electric control transmission ~~and/or anti-lock braking system~~ or when no trailer is coupled. This function shall be automatic."

Annex 13, paragraph 4.1., amend to read (including footnote 2/):

"4.1. ~~Any electrical failure or sensor anomaly~~ **Failures within the electric control transmission of the anti-lock braking system** 2/ that affects the system with respect to the functional and performance requirements in this annex, ~~including those in the supply of electricity, the external wiring to the controller(s)^{2/}, the controller(s) and the modulator(s)~~ shall be signalled to the driver by a specific optical warning signal. The yellow warning signal specified in paragraph 5.2.1.29.1.2. shall be used for this purpose.

2/ ~~The manufacturer shall provide the Technical Service with documentation relating to the controller(s) which follows the format set out in Annex 18.~~ **Until uniform test procedures have been agreed, the manufacturer shall provide the Technical Service with an analysis of potential failures within the control transmission and their effects. This information shall be subject to discussion and agreement between the Technical Service and the vehicle manufacturer."**

B. JUSTIFICATION

Paragraph 4.1. of Annex 13 currently defines specific failures within the anti-lock braking system which are equivalent to those for electric control transmission. This is the accepted term used for failures within electronic control systems. Therefore, to align the requirements, it is proposed that the above paragraph should only refer to "electric control transmission of the anti-lock braking system". In addition, paragraphs 5.2.1.23. and 5.2.1.29.2. should be amended to only refer to failures within the electric control transmission irrespective of the type of trailer braking system. The change to footnote 2/ aligns the requirement for the assessment of the electronics with those defined for electric control transmission in paragraphs 5.2.1.27.3. for motor vehicles and paragraph 5.2.2.15.2. for trailers.
