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Working Party on Brakes and Running Gear (GRRF)
(Fifty-third session, 3-7 February 2003,
agenda item 1.6.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 13
(Braking)

Transmitted by the Expert from the United Kingdom on behalf of the ad-hoc informal group on
braking compatibility of heavy goods vehicles (HGV)

Note: The text reproduced below was prepared by the experts who attend the informal group on braking compatibility of heavy goods vehicles (HGV) in order to clarify the text of the Regulation. The amendments are printed in **bold**.

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

A. PROPOSAL

Annex 10,

Paragraph 1.1., Insert a reference to a new footnote */ and the corresponding footnote */, to read:

" as defined in annex 13 to this Regulation shall meet all the requirements of this annex. If a special device is used, this must operate automatically */.

However, vehicles - other than those of category M₁ -

*/ **In the case of trailers with electronically controlled brake force distribution the requirements of this annex shall only apply when the trailer is electrically connected to a towing vehicle by the ISO 7638 connector."**

Paragraph 1.2., amend to read:

" of this annex, are valid both for ~~power-driven~~ vehicles with a pneumatic control line according to paragraph 5.1.3.1.1. of this Regulation and for ~~power driven~~ vehicles with an electric control line according to paragraph 5.1.3.1.3. of this Regulation. In both cases, in the electric control line, according to **ISO 11992:[2003]**. Vehicles equipped according

Annex 13,

Paragraph 1.1., add at the end:

" for compatibility set out in annex 10 to this Regulation. **However, for all load conditions, a braking rate shall be developed between a pressure of 0.2 and 1 bar or equivalent digital demand value at the coupling head of the control line(s).**"

* * *

B. JUSTIFICATION

Adding the footnote to annex 10 paragraph 1.1., ensures that trailers fitted with electronically controlled brake force distribution are uniformly verified in their normal mode of operation.

Within the text of annex 10 paragraph 1.2. the conditions relating to the commencement of braking are defined. That is, for either/both a pneumatic or an electrical control line, braking must commence within the coupling head pressure range of 0.2 to 1 bar: see second sentence and the

word abscissa which means the intercept between a fixed point and the foot of an ordinate: the 'X' co-ordinate in analytical geometry.

However, whilst initially referring to all vehicle types by reference to the diagrams specified within paragraphs 3.1.5., 3.1.6., 4.1., 5.1., and 5.2. the subsequent wording refers only to "power-driven" and thus by deleting "power-driven" clarifies that all vehicle types are covered.

Amending ISO 11992 in line with status as recognized at the fifty-second GRRF meeting.

Whilst annex 13 paragraph 1.1. defines that the unladen brake performance does not have to be quantified, the addition of the third sentence will, however, be of benefit to tractor/trailer brake compatibility as the commencement of braking shall be in accordance with the requirements defined within paragraph 1.2. of annex 10.
