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Item 1.1.7. of the provisional agenda

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

Submitted by the expert from the European Association of Automotive Suppliers (CLEPA)

Note: The text reproduced below was prepared by the expert from CLEPA to revise the current text of the Regulation in order to update the clause concerned and clarify the new functions which should be incorporated into modern braking systems. The modifications to the current text of the Regulation are marked in **bold** characters.

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

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A. PROPOSAL

Paragraph 5.2.1.2.1., amend to read:

"5.2.1.2.1. There **shall** be at least two controls, independent of each other and readily accessible to the driver from the normal driving position. **Every brake control shall be designed mechanically to return to a fixed rest position when released but in some circumstances this may not result in the braking effort falling to zero.**

This requirement shall not apply to a parking brake control when it is mechanically locked in an applied position **or to a parking braking control which generates an electrical braking command signal.**"

B. JUSTIFICATION

The existing text of paragraph 5.2.1.2.1. was inserted into Regulation No. 13 in 1990 as part of the 06 series of amendments and referred to braking systems which were much simpler than those in use today. As braking systems have developed and new functions have been provided, this paragraph needs to be updated.

A potential ambiguity is inherent according to the interpretation of the phrase "the brake control shall be so designed that it returns to the fully off position when released".

There are two possible interpretations:

- a) The control shall be spring loaded to return to the rest position.
- b) The control shall return to a released position giving zero braking.

With a conventional braking system, both interpretations are valid. However, with modern systems which use electronics, it should be recognised that whilst the control may return to a rest position, this does not always result in zero braking as the more complex braking systems may retain or introduce a braking input.

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