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Sixtieth session

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Item 1.1.2. of the provisional agenda

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

Submitted by the expert from the International Organization
of Motor Vehicle Manufacturers (OICA)

Note: The text reproduced below was prepared by the expert from OICA to extend the scope of the Regulation to vehicles of category N₁. It is based on part A of a document without an official symbol (informal document No. GRRF-59-05), distributed during the fifty-ninth GRRF session. The modifications to the current text of the Regulation are marked in **bold** characters.

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

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A. PROPOSAL

Paragraph 1.1., amend to read:

"1.1. This Regulation applies to the braking of vehicles of categories **M₁ and N₁** as defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3). 1/"

Footnote 1, amend to read:

"1/ This Regulation offers an alternative set of requirements for category ~~M₁~~ **N₁** vehicles to those contained in Regulation No. 13. Contracting Parties that are signatories to both Regulation No. 13 and this Regulation recognize approvals to either Regulation as equally valid."

B. JUSTIFICATION

During the discussion at the informal meeting to develop the passenger car gtr, it was highlighted that there is a low level of mandatory application of Regulation No. 13-H by Contracting Parties. It was considered that completion of the gtr could provide just another avenue to obtain brake system approval rather than becoming a truly globally harmonized standard.

When Regulation No. 13-H was initially developed, the intention was for it to harmonize standards that cover M₁ vehicles and leave Regulation No. 13 to cover all other vehicles. The distinction between the two regulations has never been made. To justify the work involved in developing the gtr, a commitment by the Contracting Parties that they use the new Regulation is necessary. This proposal paves the way for it.

The date proposed in square brackets in the proposal for amendment to Regulation No. 13, has been changed compared to document TRANS/WP.29/GRRF/2005/7 in order to take into account the twelve-month delay separating the fifty-seventh and the fifty-ninth GRRF. It aims to allow the industry sufficient time to comply with the change which has still to be agreed.

In this new version of the proposal, M₁ category is kept in the footnote to paragraph 1.1. of Regulation No. 13 for the transitional period until when this category will be definitely removed from the scope. After the period, the footnote will address N₁ category only.

Along with the proposal to remove M₁ vehicles from Regulation No. 13 and leaving this category of vehicle to be covered by Regulation No. 13-H, it is proposed to permit that certain vehicles of category N₁ be approved, at the manufacturer's request, under Regulation No. 13-H.

In the case of car-derived N₁ vehicles, which have a braking system as in the M₁ parent, allowing the approval under Regulation No. 13-H means that no separate type approval under Regulation No. 13 has to be made. This would permit the manufacturers to avoid double approvals for car-derived N₁ vehicles. So, the car-derived N₁ vehicles will have to meet a higher level of requirement than in Regulation No. 13 but could represent a saving in cost and time due to the reduced testing.
