

PROPOSAL FOR AMENDMENTS TO ANNEXES 4 AND 5 TO THE OFFICIAL REPORT

Amendments to Regulations Nos. 13 and 13-H (Braking)
(adopted by GRRF at its sixtieth session, see paras. 16 and 17)

A. PROPOSAL TO AMEND ANNEX 4 TO THE OFFICIAL REPORT

(OICA proposed amendments are marked in red)

Paragraph 5.2.1.11.2.1., amend to read:

"5.2.1.11.2.1. It shall be possible to easily **assess** this wear on service brake linings from the outside or underside of the vehicle, **without the removal of the wheels, by the provision of appropriate inspection holes or by some other means. This may be achieved by utilizing simple standard workshop tools or common inspection equipment for vehicles.** Alternatively, **a sensing** ~~aeoustical or optical~~ devices ~~per brake per wheel, fitted to at least one lining~~ which will warn the driver at his driving position when lining replacement is necessary, **is are** acceptable. The yellow warning signal specified in paragraph 5.2.1.29.1.2. below may be used ~~as the optical warning signal.~~"

Paragraph 5.2.2.8.2.1., amend to read:

"5.2.2.8.2.1. It shall be possible to easily **assess** this wear on service brake linings from the outside or underside of the vehicle, **without the removal of the wheels, by the provision of appropriate inspection holes or by some other means. This may be achieved by utilizing simple standard workshop tools or common inspection equipment for vehicles.** Alternatively, a trailer mounted display providing information when lining replacement is necessary or **a sensing an optical** device ~~fitted to at least one lining per brake~~ per wheel, which will warn the driver at his driving position when lining replacement is necessary, **is are** acceptable. The yellow warning signal specified in paragraph 5.2.1.29.2. above may be used ~~as the optical warning signal~~ provided that signal complies with the requirements of paragraph 5.2.1.29.6. above."

B. PROPOSAL TO AMEND ANNEX 5 TO THE OFFICIAL REPORT

Paragraph 5.2.11.2.1., amend to read:

"5.2.11.2.1. It shall be possible to easily **assess** this wear on service brake linings from the outside or underside of the vehicle, **without the removal of the wheels, by the provision of appropriate inspection holes or by some other means. This may be achieved by utilizing simple standard workshop tools or common inspection equipment for vehicles.** Alternatively, **a sensing** ~~aeoustical or optical~~ devices ~~fitted to at least one lining per brake~~ per wheel, which will warn the driver at his driving position when lining replacement is necessary, **is are** acceptable. The yellow warning signal specified in paragraph 5.2.21.1.2. below may be used ~~as the optical warning signal.~~"

C. JUSTIFICATIONS

The formulation adopted by the 60th GRRF is misleading because the sensor technology has been mixed up with the warning signal. Generally, **the device fitted on the brake lining will probably not be acoustic or optical**. From a technical point of view, the sensing device could for instance be electrical.

The intention of GRRF was to require one sensing device per wheel, independently of the sensor technology and the type of the warning signal. The above proposal tries to amend the text according to this intention.
