

**PROPOSED CORRIGENDUM TO ECE/TRANS/WP.29/GRRF/2008/15  
(Brake Assist Systems)**

A. PROPOSAL

Paragraphs 12.4. and 12.5., chose option A and amended to read:

- "12.4. As from [x] months after the date of entry into force of Supplement X to the original version of this Regulation, Contracting Parties applying this Regulation may refuse to grant new approvals if the vehicle type to be approved does not meet the requirements of this Regulation as amended by Supplement X to the ~~01-series-of-amendments~~ **original version of this Regulation.**
- 12.5. As from [y] months after the date of entry into force of Supplement X to the original version of this Regulation, Contracting Parties applying this Regulation may refuse first national registration if the vehicle does not meet the requirements of this Regulation as amended by Supplement X to the ~~01-series-of-amendments~~ **original version of this Regulation.**"

Annex 10

Paragraph 1.2., amend to read:

- "1.2. GENERAL PERFORMANCE CHARACTERISTICS FOR CATEGORY 'B' AND CATEGORY 'C' BAS SYSTEMS

When an emergency condition has been sensed, at least by a very fast application of the pedal, the BAS system shall raise the pressure **to deliver the maximum achievable braking rate or** cause full cycling of the ABS.

Compliance with this requirement is demonstrated if the provisions of paragraphs 4.1. to 4.3. of this annex are met."

Paragraph 3.2.5., amend to read:

- "3.2.5. As an alternative, which can be selected by the manufacturer, in the case of vehicles of **GVM > 2500 kg of Category N1, or M1 derived from those N1 vehicles**, the pedal force figures for  $F_T$ ,  $F_{ABS,min}$ ,  $F_{ABS,max}$  and  $F_{AB,extrapolated}$  may be derived from the brake line pressure response characteristic instead of the vehicle deceleration characteristic. This shall be measured as the brake pedal force is increasing."

Annex 10, Appendix 1,

Insert a new paragraph 1.5., to read:

- "1.5. **For the determination of  $a_{ABS}$  and  $F_{ABS}$ , a low pass filter of 2 Hz for vehicle deceleration as well as pedal force shall be applied.**"

Paragraphs 1.5. to 1.8. (former), re-number as paragraphs 1.6. to 1.9.

## B. JUSTIFICATION

### Paragraphs 12.4. and 12.5.

OICA support an "if fitted" requirement for the introduction of BAS. Contracting Parties wishing to mandate BAS within their territory will do so via their national/regional legislation. Similarly, Contracting Parties that do not want to mandate BAS can still be/become a signatory of latest series of amendments to UNECE Regulation No. 13-H. This is in line with the well accepted principle of harmonization, where vehicles fitted with equipment (namely BAS) are accepted within the territory of all signatories to that Regulation (in this case, UNECE Regulation No. 13-H).

Furthermore, in order to retain alignment with the forecast dates of the European Pedestrian Protection Regulation, OICA recommend the introduction of "firm" dates within the transitional provisions, instead of conventional delays. The EC Regulation on Pedestrian Protection has been adopted on 18 June 2008.

### Annex 10, paragraph 1.2.

Addition of a reference to the "maximum achievable braking rate" as it is already the case in paragraph 2.34. (definition of "Brake Assist System").

### Annex 10, paragraph 3.2.5.

In the instance of M1 vehicles > 2500 kg derived from an N1 vehicle equipped with Category A BAS, it is reasonable to seek an extension of paragraph 3.2.5. to include those M1 vehicles derived from N1 which otherwise would not qualify for assessment by 'line pressure' response.

In addition, this aligns UNECE Regulation No. 13-H with the categories used in the European Pedestrian Protection Regulation.

### Annex 10, Appendix 1, new paragraph 1.5.

It is considered necessary to introduce some filtering in the test method, while verifying the effectiveness/performance of the BAS. Therefore, the provision for a 2 Hz low pass filter, as it was defined in informal document No. GRRF-63-46, should remain.

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