

**Economic and Social Council**Distr.: General  
8 April 2010

Original: English

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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****One-hundred-and-fifty-first session**

Geneva, 22 – 25 June 2010

Item 4.2.3 of the provisional agenda

**1958 Agreement - Consideration of draft  
amendments to existing Regulations****Proposal for supplement 11 to Regulation No. 13-H (Brakes  
of M<sub>1</sub> and N<sub>1</sub> vehicles)****Submitted by the Working Party on Brakes and Running Gear\***

The text reproduced below was adopted by the Working Party on Brakes and Running Gear (GRRF) at its sixty-seventh session in order to improve the wording of the prescriptions for electric regenerative braking and to align the maximum prescribed test speeds in Annex 3 and Annex 6 to Regulation No. 13-H. It is based on informal document GRRF-67-22 as reproduced in Annex II to the report and on ECE/TRANS/GRFF/2010/17 as amended by para. 13 of the report (ECE/TRANS/WP.29/GRRF/67, para. 5 and 13). It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration.

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\* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Paragraph 5.2.22.4., amend to read (inserting also a reference to the existing footnote 6):

“5.2.22.4. Electric regenerative braking systems as defined in paragraph 2.17., which produce a retarding force upon release of the accelerator control, shall generate the signal mentioned above according to the following provisions:

<i>Vehicle decelerations</i>	<i>Signal generation</i>
$\leq 0.7 \text{ m/s}^2$	The signal shall not be generated
$> 0.7 \text{ m/s}^2$ and $\leq 1.3 \text{ m/s}^2$	The signal may be generated
$> 1.3 \text{ m/s}^2$	The signal shall be generated

In all cases the signal shall be de-activated at the latest when the deceleration has fallen below  $0.7 \text{ m/s}^2$ . 6/

6/ At the time of type approval, compliance with this requirement shall be confirmed by the vehicle manufacturer. ”

Amend paragraphs 12.2. and 12.3., to read:

“12.2. As from 1 November 2011, Contracting Parties applying this Regulation may refuse to grant national or regional type approval if the vehicle type does not meet the requirements of this Regulation as amended by Supplement 9 or Supplement 10 or Supplement 11 and is not fitted with an Electronic Stability Control System and a Brake Assist System, both meeting the requirements of Annex 9 to this Regulation.

12.3. As from 1 November 2013, Contracting Parties applying this Regulation may refuse first national registration of a vehicle which does not meet the requirements of this Regulation as amended by Supplement 9 or Supplement 10 or Supplement 11 and is not fitted with an Electronic Stability Control System and a Brake Assist System, both meeting the requirements of Annex 9 to this Regulation.”

Insert new paragraphs 12.6. and 12.7., to read:

“12.6. As from the official date of entry into force of the Supplement 11 to the original version of this Regulation, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by Supplement 11.

12.7. Contracting Parties applying this Regulation shall continue to grant approvals to those types of vehicles which comply with the requirements of this Regulation as amended by Supplement 10 to the original version of this Regulation during the 36 months period which follows the date of entry into force of Supplement 11.”

Annex 3, paragraph 1.2.9., amend to read:

“1.2.9. For vehicles as described in paragraph 1.2.8. above, fitted with an electric regenerative braking system of category A, behaviour tests shall be carried out on a track with a low adhesion coefficient (as defined in paragraph 5.2.2. of Annex 6) at a speed equal to 80 per cent of the maximum speed but not exceeding 120 km/h, to check that stability is retained.”