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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on Brakes and Running Gear****Sixty-ninth session**

Geneva, 1–4 February 2011

Item 3(b) of the provisional agenda

**Regulations Nos. 13 and 13-H (Braking) - Clarifications****Proposal for amendments to Regulation No. 13-H (Brakes of M<sub>1</sub> and N<sub>1</sub> vehicles)****Submitted by the experts from the European Association of Automotive Suppliers and the International Organization of Motor Vehicle Manufacturers \***

The text reproduced below was prepared by the experts from the European Association of Automotive Suppliers (CLEPA) and the International Organization of Motor Vehicle Manufacturers (OICA) to clarify the periodic technical inspection requirements with regard to system failures. These modifications are similar to the ones submitted in ECE/TRANS/WP.29/GRRF/2010/26/Rev.1 on Regulation No. 13 (Heavy vehicle braking). The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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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.

## I. Proposal

*Paragraph 5.1.4.2., amend to read:*

“5.1.4.2. It shall be possible to verify, in a **frequent and** simple way, the correct operational status of those complex electronic systems which have control over braking. If special information is needed, this shall be made freely available.”

*Insert new paragraph 5.1.4.2.1., to read:*

“5.1.4.2.1. **Where the operational status is indicated to the driver by warning signals, as specified in this regulation, it shall be possible at a periodic technical inspection to confirm the correct operational status by visual observation of the warning signals following a power-on.**”

*Paragraph 5.1.4.2.1. (former), renumber as paragraph 5.1.4.2.2.*

## II. Justification

1. This proposal aims to align Regulation No. 13-H, *mutatis mutandis*, with the proposal for amendment to Regulation No. 13 detailed and justified in ECE/TRANS/WP.29/GRRF/2010/26/Rev.1.

2. For similar reasons and to clarify the situation in Regulation No. 13-H, a new paragraph 5.1.4.2.1. is proposed. It specifies that the warning signal status is used for periodic technical inspections.

3. The text of the proposed new paragraph is based on the text used in the new draft Regulation on Lane Departure Warning Systems (LDWS).

4. Electronic systems currently carry out self-diagnostic procedures on a continual basis while the systems are switched on and, therefore, it is appropriate to identify this by adding the word “frequent” to paragraph 5.1.4.2.

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