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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****Seventy-fifth session**

Geneva, 17-19 September 2013

Item 13(b) of the provisional agenda

**Other business – Revision and extension of approvals****Proposal for collective amendments of amendments to Regulations Nos. 13 (Heavy vehicle braking), 13-H (Brakes of M<sub>1</sub> and N<sub>1</sub> vehicles), 79 (Steering equipment) and 89 (Speed limitation devices) and the new Regulations on LDWS and AEBS****Submitted by the International Organization of Motor Vehicle Manufacturers (OICA) and the European Association of Automotive Suppliers (CLEPA)\***

This text was prepared by the experts from OICA and CLEPA to clarify the references to Regulation No. 10 into the UN Regulations mentioned above. 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 2010–2014 (ECE/TRANS/208, para. 106, ECE/TRANS/2010/8, 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

### A. Regulation No. 13

Paragraph 5.1.1.4. amend to read:

"5.1.1.4. The effectiveness of the braking systems, including the electric control line, shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated **by fulfilling the technical requirements and transitional provisions of compliance with Regulation 10 02-series of amendments by applying:**

- **the 03 series of amendments for vehicles without a coupling system for charging the REESS (traction batteries).**
- **the 04 series of amendments for vehicles with a coupling system for charging the REESS (traction batteries)."**

*Annex 13, paragraph 4.4.* amend to read

"4.4 The operation of the anti-lock system shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by compliance with Regulation No. 10 ~~02-series of amendments~~ **as required by paragraph 5.1.1.4 of the Regulation."**

*Annex 19, Appendix 7, paragraph 3.7.1.* amend to read:

"3.7.1. Documentation demonstrating compliance with Regulation No. 10 ~~including the 02-series of amendments~~ **as required by paragraph 5.1.1.4 of the Regulation."**

### B. Regulation No. 13-H

*Paragraph 5.1.1.4.* amend to read:

"5.1.1.4. The effectiveness of the braking equipment shall not be adversely affected by magnetic or electrical fields. ~~(This shall be demonstrated by compliance with Regulation No. 10-02-series of amendments.)~~ **fulfilling the technical requirements and transitional provisions of**

- **the 03 series of amendments for vehicles without a coupling system for charging the REESS (traction batteries).**
- **the 04 series of amendments for vehicles with a coupling system for charging the REESS (traction batteries)."**

*Annex 6, paragraph 4.3.* amend to read:

"4.3. The operation of the anti-lock system ~~must~~ **shall** not be adversely affected by magnetic or electrical fields <sup>4/</sup>. ~~(This shall be demonstrated by compliance with Regulation No. 10, 02-series of amendments as required by paragraph 5.1.1.4 of the Regulation).~~"

*Footnote 4 and its reference in paragraph 4.3,* to be deleted.

*Subsequent Footnotes,* to be remembered

## C. Regulation No. 79

*Paragraph 5.1.5.* amend to read:

"5.1.5. The effectiveness of the steering equipment, including the electrical control lines, shall not be adversely affected by magnetic or electric fields. ~~Conformity with~~ **This shall be demonstrated by fulfilling** the technical requirements **and transitional provisions** of Regulation No. 10 ~~to the amendment in force at the time of Type Approval shall be demonstrated by~~ **applying:**

- the 03 series of amendments for vehicles without a coupling system for charging the REESS (traction batteries).
- the 04 series of amendments for vehicles with a coupling system for charging the REESS (traction batteries)."

## D. Regulation No. 89

*Part I, paragraph 5.2.2.* amend to read:

"5.2.2. ~~The ASLF shall operate satisfactorily in its electromagnetic environment and conform to the technical prescriptions~~ **The effectiveness of the ASLF shall not be adversely affected by magnetic or electric fields. This shall be demonstrated by fulfilling the technical requirements and transitional provisions** of Regulation No. 10 ~~to the latest level of amendments in force at the time of type approval~~ **by applying:**

- the 03 series of amendments for vehicles without a coupling system for charging the REESS (traction batteries).
- the 04 series of amendments for vehicles with a coupling system for charging the REESS (traction batteries)."

*Part III, paragraph 21.2.2.* amend to read:

"21.2.2. **The effectiveness of the speed limitation function shall not be adversely affected by magnetic or electric fields. This shall be demonstrated by fulfilling the technical requirements and transitional provisions** ~~operate satisfactorily in its electromagnetic environment, in accordance with prescriptions of Regulation No. 10 to the latest level of amendments in force at the time of type approval~~ **by applying:**

- the 03 series of amendments for vehicles without a coupling system for charging the REESS (traction batteries).
- the 04 series of amendments for vehicles with a coupling system for charging the REESS (traction batteries)."

## E. LDWS Regulation - see ECE/TRANS/WP.29/2011/78

*Paragraph 5.1.2.* amend to read:

"5.1.2. The effectiveness of the LDWS shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by **fulfilling the technical**

**requirements and transitional provisions of ~~compliance with~~ Regulation No. 10 ~~03 Series of Amendments~~ by applying:**

- **the 03 series of amendments for vehicles without a coupling system for charging the REESS (traction batteries).**
- **the 04 series of amendments for vehicles with a coupling system for charging the REESS (traction batteries)."**

## **F. AEBS Regulation - see ECE/TRANS/WP.29/2011/92**

*Paragraph 5.1.2.* amend to read:

5.1.2. The effectiveness of the AEBS shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by **fulfilling the technical requirements and transitional provisions of ~~compliance with~~ Regulation No. 10, ~~03 Series of Amendments~~ by applying:**

- **the 03 series of amendments for vehicles without a coupling system for charging the REESS (traction batteries).**
- **the 04 series of amendments for vehicles with a coupling system for charging the REESS (traction batteries).**

## **II. Justification:**

1. During the sixty-eighth session of GRRF, Japan introduced ECE/TRANS/WP.29/GRRF/2010/21 which proposed that references to UN Regulation No. 10 within UN Regulations Nos. 13 and 13H would be dynamic references. This topic was discussed several times by GRRF but no consensus was reached. This issue was then referred to WP.29 for guidance. WP.29 decided that any reference to another UN Regulation in a given UN Regulation shall be considered on a case by case basis and shall be decided by the respective Working Parties.

2. In addition to the above, the GRRF Chair recommended that in future the reference to UN Regulation No. 10 with respect to EMC should only refer to the "technical requirements" of that Regulation as Contracting Parties which are signatories to Regulations 13 or 13H may not be a signatory to UN Regulation No. 10.

3. Based on both points, the industry produced the above text as a proposal to amend various Regulations under the responsibility of GRRF.

4. This proposal takes into consideration the following:

(a) Only the technical requirements of UN Regulation No. 10 are referenced.

(b) Previously, compliance with UN Regulation No. 10 would automatically include any transitional provisions. However, with this proposal only referring to the "technical requirements", it could be concluded that transitional provisions are not technical requirements, in which case, as soon as a change to UN Regulation No. 10 was introduced, it would immediately become effective when applying UN Regulations Nos. 13 or 13H. To avoid any interpretation problems, it is, therefore, essential to also make reference to any transition provisions that may apply.

(c) From an industry perspective, it is considered essential that any reference to Regulation No. 10 within another UN Regulation be specified as a static reference. The reason for this is that: should UN Regulation No. 10 be amended, irrespective of whether that amendment had an impact on the EMC performance requirements, it would then be automatically applied via the referencing Regulation. As a result industry could be faced

with having to amend EMC approvals and reports unnecessarily, which are both costly and time consuming, for no benefit.

(d) With the introduction of the 04 Series of amendments to UN Regulation No. 10, different EMC performance requirements apply, depending on the specification of the vehicle to be approved. Vehicles including a socket, which is used to connect to an external power supply for charging of the REESS (traction batteries in electric driven vehicles) shall apply the 04 Series of Amendments. In the case of vehicles which do not have this function, the 03 series of amendments shall continue to be applied.

(e) GRRF is responsible for a number of existing Regulations (R13, R13H, R79 and R89) and two new Regulations (LDWS and AEBS). All include a reference to UN Regulation No. 10. The text used in each Regulation/proposed Regulation was not consistent, with a mix of static and dynamic references. This proposal ensures consistency by using the same wording and the same reference in each Regulation/new Regulation.

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