

Proposal for correction to the document ECE/TRANS/WP.29/GRRF/2011/34

The proposed additional text is marked in bold and underlined for new and strikethrough for deleted characters.

I. Proposal

Regulation No. 13

Paragraph 5.5.1.4., 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 of compliance with Regulation No. 10, 03 or subsequent series of amendments** ~~whichever is appropriate to the vehicle to be approved~~ **applicable at the time of the first vehicle type approval.**"

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 fulfilling the technical requirements of compliance with Regulation No. 10, 03 or subsequent series of amendments** ~~whichever is appropriate to the vehicle to be approved~~ **applicable at the time of the first vehicle type approval.**"

II. Justification

The Russian Federation supports the solution for making dynamic references to UN Regulation No. 10 in UN Regulations Nos. 13 & 13H as proposed by CLEPA and OICA in the document ECE/TRANS/WP.29/GRRF/2011/34, which was well justified in the said document. The Justification part however reflects disadvantages of the proposed approach, in particular: (1) lack of visibility about who applies which series of amendments and (2) changes of Regulation No. 10 just before a request for approval extension.

To the opinion of the Russian Federation experts, the proposed wording may eliminate the identified disadvantages:

- The applicable series of amendments to the UN Regulation No. 10 can be referred to the type approval date;
- For a particular vehicle type in a need of extension of a type approval, that vehicle type shall always comply with the series of amendments to the UN Regulation No. 10 applicable at the time of the first approval of that vehicle type.

The Contracting Parties, which do not apply UN Regulation No. 10, can use the actual text of the UN Regulation No. 10 at the time of vehicle type approval.
