

Proposal for amendments to Regulation No. 13 (Heavy vehicle braking)

Proposal for revision 1 to document ECE/TRANS/WP.29/GRRF/2013/28

Submitted by the experts from the ad hoc group on Transitional Provisions

I. Proposal

Paragraph 12., amend to read:

- "12. Transitional Provisions
- 12.1. As from the official date of entry into force of the 11 series of amendments (11 July 2008), no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type approvals under this UN Regulation as amended by the 11 series of amendments.
- 12.2. Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 11 series of amendments.
- Notwithstanding the above requirements, compliance with the requirements of Supplement 7 to the 11 series of amendments shall not be required for new type approvals granted before 28 October 2014.
- 12.3. As from the application dates shown in the following table in respect of the 11 series of amendments to this Regulation, Contracting Parties applying this Regulation shall not be obliged to accept, a vehicle type approved to the 10 series of amendments to this Regulation.

	<i>Vehicle category</i>	<i>Application date (as from the date after entry into force of the 11 series of amendments, 11 July 2008)</i>
Vehicles not exempted from EVSC by paragraphs 5.2.1.32 and 5.2.2.23 including the footnotes	M ₂	84 months (11 July 2015)
	M ₃ (Class III)	36 months (11 July 2011)
	M ₃ <16 tonnes (pneumatic transmission)	48 months (11 July 2012)
	M ₃ (Class II and B) (hydraulic transmission)	84 months (11 July 2015)
	M ₃ (Class III) (hydraulic transmission)	84 months (11 July 2015)
	M ₃ (Class III) (pneumatic control transmission and hydraulic energy transmission)	96 months (11 July 2016)
	M ₃ (Class II) (pneumatic control transmission and hydraulic energy transmission)	96 months (11 July 2016)
	M ₃ (other than above)	48 months (11 July 2012)
	N ₂ (hydraulic transmission)	84 months (11 July 2015)
	N ₂ (pneumatic control transmission and	96 months (11 July 2016)

	hydraulic energy transmission)	
	N ₂ (other than above)	72 months (11 July 2014)
	N ₃ (2 axle tractors for semi-trailers)	36 months (11 July 2011)
	N ₃ (2 axle tractors for semi-trailers with pneumatic control transmission (ABS))	60 months (11 July 2013)
	N ₃ (3 axles with electric control transmission (EBS))	60 months (11 July 2013)
	N ₃ (2 and 3 axles with pneumatic control transmission (ABS))	72 months (11 July 2014)
	N ₃ (other than above)	48 months (11 July 2013)
	O ₃ (combined axle load between 3.5 - 7.5 tonnes)	72 months (11 July 2014)
	O ₃ (other than above)	60 months (11 July 2013)
	O ₄	36 months (11 July 2011)
Vehicles of category M, N and O exempted by paragraphs 5.2.1.32 and 5.2.2.23 including the footnotes		24 October 2016

- 12.4 Notwithstanding the requirements of paragraph 12.3, until 24 October 2016, no Contracting Party applying this Regulation shall refuse a vehicle type which does not meet the requirements of Supplement 2 to the 11 series of amendments to this UN Regulation
- 12.5. Contracting Parties applying this UN Regulation shall not refuse to grant extensions of UN type approvals for existing types which have been granted according to a preceding series of amendments to this UN Regulation.
- 12.6. Notwithstanding the transitional provisions above, Contracting Parties whose application of this Regulation comes into force after the date of entry into force of the most recent series of amendments are not obliged to accept approvals which were granted in accordance with any of the preceding series of amendments to this Regulation.
- 12.7. As from 24 months after the entry into force of supplement [11] to the 11 series of amendments, Contracting Parties applying this UN Regulation shall grant UN type approvals to vehicle types only if the vehicle type to be approved meets the requirements of this UN Regulation as amended by supplement [11] to the 11 series of amendments.

Amending text unchanged compared to document GRRF/2012/14.

Annex 21, paragraph 2.1.4., amend to read:

- "2.1.4. Interventions of the vehicle stability function shall be indicated to the driver by a flashing optical warning signal **fulfilling the relevant technical requirements of Regulation No. 121**. The indication shall be present as long as the vehicle stability function is in an intervention mode. ~~The yellow warning signals specified in paragraph 2.1.5. below may be used for this purpose. [The warning signal specified in paragraph 5.2.1.29.1.2. of this Regulation shall not be used for this purpose.]~~

Additionally ...

... shall not generate the above signal.

~~The signal shall be visible to the driver, even in daylight, such that the driver can easily verify the satisfactory condition of the signal without leaving the driver's seat."~~

Paragraph 2.1.5., amend to read:

"2.1.5. A vehicle stability function failure or defect shall be detected and indicated to the driver by ~~a yellow~~ **an optical warning signal fulfilling the relevant technical requirements of Regulation No. 121.**

The warning signal specified in paragraph 5.2.1.29.1.2. of this Regulation ~~may~~ **shall not** be used for this purpose ~~but shall not be used for interventions as defined in paragraph 2.1.4. of this annex.~~

The warning signal shall be constant and remain displayed as long as the failure or defect persists and the ignition (start) switch is in the 'on' (run) position."

Paragraph 2.1.6., amend to read:

"2.1.6. In the case of a power-driven vehicle equipped with an electric control line and electrically connected to a trailer with an electric control line the driver shall be warned by a specific optical warning signal **fulfilling the relevant technical requirements of Regulation No. 121** whenever the trailer provides the information "VDC Active" via the data communications part of the electric control line. The optical signal defined in paragraph 2.1.4. above may be used for this purpose."

II. Justification and Background Information

12.2 The table of entry into force dates now only contains dates relevant to future approvals. The historical dates are not helpful to type approval authorities going forward and issuing new approvals. For clarity the table below is contains the historical dates and can be used for reference purposes.

	<i>Vehicle category</i>	<i>Application date (as from the date after entry into force of the 11 series of amendments, 11 July 2008)</i>
Vehicles not exempted from EVSC by paragraphs 5.2.1.32 and 5.2.2.23 including the footnotes	M ₂	60 months (11 July 2013)
	M ₃ (Class III)	12 months (11 July 2009)
	M ₃ <16 tonnes (pneumatic transmission)	24 months (11 July 2010)
	M ₃ (Class II and B) (hydraulic transmission)	60 months (11 July 2013)
	M ₃ (Class III) (hydraulic transmission)	60 months (11 July 2013)
	M ₃ (Class III) (pneumatic control transmission and hydraulic energy transmission)	72 months (11 July 2014)
	M ₃ (Class II) (pneumatic control transmission and hydraulic energy transmission)	72 months (11 July 2014)

	M₃ (other than above)	24 months (11 July 2010)
	N₂ (hydraulic transmission)	60 months (11 July 2013)
	N₂ (pneumatic control transmission and hydraulic energy transmission)	72 months (11 July 2014)
	N₂ (other than above)	48 months (11 July 2012)
	N₃ (2 axle tractors for semi-trailers)	12 months (11 July 2009)
	N₃ (2 axle tractors for semi-trailers with pneumatic control transmission (ABS))	36 months (11 July 2013)
	N₃ (3 axles with electric control transmission (EBS))	36 months (11 July 2013)
	N₃ (2 and 3 axles with pneumatic control transmission (ABS))	48 months (11 July 2013)
	N₃ (other than above)	24 months (11 July 2013)
	O₃ (combined axle load between 3.5 - 7.5 tonnes)	48 months (11 July 2013)
	O₃ (other than above)	36 months (11 July 2013)
	O₄	24 months (11 July 2013)
	Vehicles of category M, N and O exempted by paragraphs 5.2.1.32 and 5.2.2.23 including the footnotes	22 July 2013

12.3 Table order changed back to category order from chronological order as the category descriptions do not make sense in this order. The wording of the final paragraph has been changed to reflect the language of the guidelines document.

12.4 A new paragraph 12.4 has been inserted to reflect the original transitional provisions and subsequent paragraphs renumbered.

[12.6 (original – now 12.7) Changed to remove the reference to Regulation 121 and to remove technical requirements from the transitional provisions section. Note: GRRF and GRSG can ensure that our formal documents are presented to WP.29 together, however we should ask the Secretariat of WP.29 to make a request to the Office of Legal Affairs that both documents progress simultaneously and if there are problems with either document then both should be put on hold.]

Note: Potential to change given discussions on the reference to Regulation 121.

12.7 (original) We have removed 12.7 as they are historical dates and are for information only and therefore do not need to be in the transitional provisions. For reference the table is included below in its updated format

For the purposes of type approval, Supplements to the 11 series of amendments to this Regulation have immediate effect on their entry into force, unless delayed by a specific transitional provision. For clarity, Supplements to this Regulation entered into force on the following dates:

<i>Supplement level</i>	<i>Entry into force date</i>	<i>New type approvals</i>	<i>Existing type approvals</i>
1	22 July 2009	22 July 2013	
2	24 October 2009	24 October 2013	24 October 2016
3	17 March 2010	17 March 2010	---
4	9 December 2010	9 December 2010	---
5	30 January 2011	30 January 2011	---
6	28 October 2011	28 October 2012	---
7	28 October 2011	28 October 2014	---
8	13 April 2012	13 April 2012	---
9	18 November 2012	18 November 2012	---
10	[TBC]		
11	[TBC]	24 months after EIF	

A manufacturer may request that, at the time of approval, the type approval authority applies any level of supplement that has entered into force even before its date of application as shown in column 3.
