

## Proposal for amendments to ECE/TRANS/WP.29/GRRF/2014/10 (Regulation No. 13-H splitting)

This document supersedes document ECE/TRANS/GRRF/2014/10. The changes to the current text of the regulation are marked in **bold** and ~~strike through~~ characters.

### I. Proposal

*Contents, reference to Annex 9 and its appendices, amend to read:*

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*Paragraphs 2.24. to 2.34.2., shall be deleted.*

*Paragraphs 4.4.3. to 4.4.4., shall be deleted.*

*Paragraph 5.1.3., amend to read:*

"5.1.3. The requirements of Annex 8 shall be applied to the safety aspects of all complex electronic vehicle control systems, **including those defined in an independent regulation**, which provide or form part of the control transmission of the braking function included those which utilize the braking system(s) for automatically commanded braking or selective braking.

However, **vehicles equipped with** systems or functions, **including those defined in an independent Regulation**, which use the braking system as the means of achieving a higher level objective, are subject to Annex 8 only insofar as they have a direct effect on the braking system. If such systems are provided, they must not be deactivated during type approval testing of the braking system."

*Paragraphs 5.2.24. to 5.2.24.1., shall be deleted.*

*Paragraphs 12.5. and 12.6., shall be deleted:*

~~"12.5. Subject to the provisions of paragraph 12.6 below, even after the date of entry into force of Supplement 16 to this Regulation, Type Approvals to any Supplements of this Regulation shall remain valid and Contracting Parties applying this Regulation shall continue to accept them."~~

~~12.6. Contracting Parties applying this Regulation shall not be obliged to accept, for the purpose of national or regional type approval, a Type Approval for those vehicle types not fitted with a Vehicle Stability Function or ESC and BAS."~~

Paragraph 12, add new paragraphs 12.5. to 12.7, to read:

~~"12.5. As from the official date of entry into force of the 01 series of amendments, 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 01 series of amendments.~~

*Justification: This paragraph has the purpose of permitting the manufacturers to get an approval before the date making compliance mandatory for new types. In the case of the split of UN R13H, such option is not necessary:*

- *The split does not accompany any technical step*
- *Industry has no need to request approval before the date of mandatory compliance*

*This paragraph can be deleted since it is useless.*

**12.6. As from [1 September 2016], Contracting Parties applying this UN Regulation shall grant UN type approvals only if the vehicle type to be approved meets the requirements of this UN Regulation as amended by the 01 series of amendments.**

**12.7. Even after entry into force of the 01 series of amendments the date specified in paragraph 12.6 above, Contracting Parties applying this Regulation shall continue to accept type approvals granted to the preceding 00 series of amendments to this Regulation. However Contracting Parties applying this Regulation shall not be obliged to accept, for the purpose of national or regional type approval, Type Approvals to the 00 series of amendments to this regulation for those vehicle types not fitted with a Vehicle Stability Function or ESC and BAS".**

*Justification: the deletion of paragraph 12.5. makes the reference to the "date of entry into force" irrelevant because the date triggering the possibility of new homologation is now postponed to the date indicated in paragraph 12.6. OICA in addition can support the wish of the European Commission to refuse the UN approvals to the preceding series of amendments for vehicles not equipped with ESC/BAS.*

Annex 1,

Paragraphs 21. to 22.1.2., shall be deleted.

Annex 2,

Approval mark and Paragraph of Model A, amend to read:



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" The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to braking, been approved in the United Kingdom (E11) pursuant to Regulation No. 13-H under approval number 012439. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of Regulation No. 13-H in its ~~original form~~ **01 Series of amendments**. ~~The additional marking "ESC" indicates that the vehicle meets the Electronic Stability Control and Brake Assist System requirements of Annex 9 to this Regulation.~~ "

*Annex 9*, shall be deleted

## II. Justification

1. This document supersedes ECE/TRANS/WP.29/GRRF/2014/10 and addresses the changes necessary to UN Regulation No. 13-H in the frame of the regulation split.
2. The definition of the words, the marking, the required performance, and the equipment relevant to ESC and/or BAS are not necessary.
3. According to the comments received at the 76<sup>th</sup> GRRF meeting by a majority of Contracting Parties, Industry amends the proposals related to UN Regulation No. 13-H split to switch them to "option 2" as described in document GRRF-76-40, Slide 3. This in turn provokes necessary amendments to paragraph 5.1.3. in order to introduce a reference linking UN Regulation No. 13-H (as a "basic function regulation") to the new regulations on ESC and BAS (as "independent regulations").
4. Transitional provisions:
  - a. Paragraph 12.5. (former) is now replaced by the new paragraph 12.7.
  - b. Paragraph 12.6. (former) must be deleted for obvious reasons: such provision is of no need, for a Contracting Party mandating ESC/BAS, after ESC/BAS can be approved separately through separate regulations
  - c. Paragraph 12.6. (new): Industry proposes transitional provisions according to the consensus of WP.29 at its June 2014 session, under the recommendation of the informal group in charge of the revision of the 58 Agreement, such that the switch from the unique UN Regulation No. 13-H regulation to the "split mode" of three independent regulations starts the 1<sup>st</sup> of September. It is however still at the appreciation of the experts at GRRF as to whether 2016 is the year when this split mode is to be initiated, taking into account that the Revision 3 of the 58 Agreement is expected to enter into force at the March 2016 session of WP29.
  - d. Paragraph 12.7. (new): clarifies that the existing UN type approvals, with or without ESC/BAS, can still be accepted for the Contracting Party applying UN R13H. The proposed wording is based on the guidelines WP29/1044/Rev.1, yet slightly deviating from the recommended text, as the conventional wording "type approvals ... shall remain valid" may lead to the misunderstanding that, in some cases, they may cease to be valid. This is not possible because the existing approvals do remain valid indefinitely as long as the vehicle is manufactured conforming to the approved type; Contracting Parties can nevertheless mandate conformity to the next series of amendments according to the transitional provisions of the regulation. The wording proposed per the present document was adopted by WP29 at its June 2014 session (163rd session) per document WP29-163-06 amending UN R127

(Pedestrian Protection) and by GRSG (107<sup>th</sup> session) per document GRSG-107-17.

5. Annex 1, paragraphs 21. to 21.1.2.: these entries can be deleted from the communication form because they specify to which category of BAS the fitted system corresponds; this is useless in a regulation not regulating BAS.
6. The example of the approval mark in Annex 2 should not contain any reference to ESC and should refer to the 01 Series of amendments.
7. Annex 9 (Electronic stability control and brake assist systems): logical deletion due to the extraction of ESC/BAS from the regulation.

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