

PROPOSAL FOR DRAFT AMENDMENT TO REGULATION No. 13

Note: **This document supersedes document GRRF-66-05.**

The text reproduced below was prepared by the expert from The Netherlands in order to amend Regulation No. 13, Annex 4, para. 1.2.9. to align the maximum prescribed test speed with the maximum test speed in Annex 13 (ABS), and to lower the risk of the test driver.

A. PROPOSAL:

Annex 4, para. 1.2.9., amend to read:

1.2.9. For vehicles as described in paragraph 1.2.8., fitted with an electric regenerative braking system of category A, behaviour tests defined in paragraph 1.4.3.1. of this annex shall be carried out on a track with a low adhesion coefficient (as defined in paragraph 5.2.2. of Annex 13). **However, the maximum test speed shall not exceed the maximum test speed specified in Annex 13 para. 5.3.1. for a low adhesion surface and the relevant vehicle category.**

B. JUSTIFICATION:

**This document supersedes document GRRF-66-05. The original proposal did not take into account the lower maximum test speed specified for the vehicle category M2, M3, N2 and N3.**

Resulting from the current text of Regulation No. 13, Annex 4, paras. 1.2.9. and 1.4.3.1., tests on a surface with a low adhesion would be necessary at various speeds (the highest being equal to 80 per cent of the maximum speed of the vehicle) for electric vehicles with the motor permanently connected to the wheels and a regenerative braking system of category A (electric regenerative braking system which is not part of the service braking system).

In Annex 13 (Anti-lock systems) **para. 5.3.1.** all test speeds on a surface with a low adhesion are restricted, **dependent on the vehicle category**, to **70 km/h - 120 km/h**. There is no reason to perform the tests resulting from para. 1.2.9. at higher speeds. **Higher test speeds** on a surface with a low adhesion endanger the test driver unnecessary.

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