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(Fifty-third session, 3-7 February 2003,
agenda item 1.1.)

PROPOSAL FOR DRAFT AMENDMENT TO REGULATION No. 13
(Braking)

Transmitted by the Expert from the Russian Federation

Note: The text reproduced below was prepared by the expert from the Russian Federation in order to amend the text of the proposal contained in annex 2 to the report of the fifty-first session (TRANS/WP.29/GRRF/51). It is based on a document distributed without a symbol during the fifty-second session (TRANS/WP.29/GRRF/52, para. 3).

Note: This document is distributed to the Experts on Brakes and Running Gear only.

A. INTRODUCTION

Views of the expert from the Russian Federation regarding the requirements for an auxiliary spring chamber release system (Regulation No. 13, annex 8, para. 3)

The auxiliary spring compression chamber release systems in buses employ designs with a manually operated combination valve. In these systems the main valve, designed for the proportional control of the spring compression chambers, is combined with the supplementary valve of the auxiliary release system (Wabco 961 722 2620 ... 2640). The main and the supplementary valves have the same control. This feed-line arrangement is shown in figure 1.

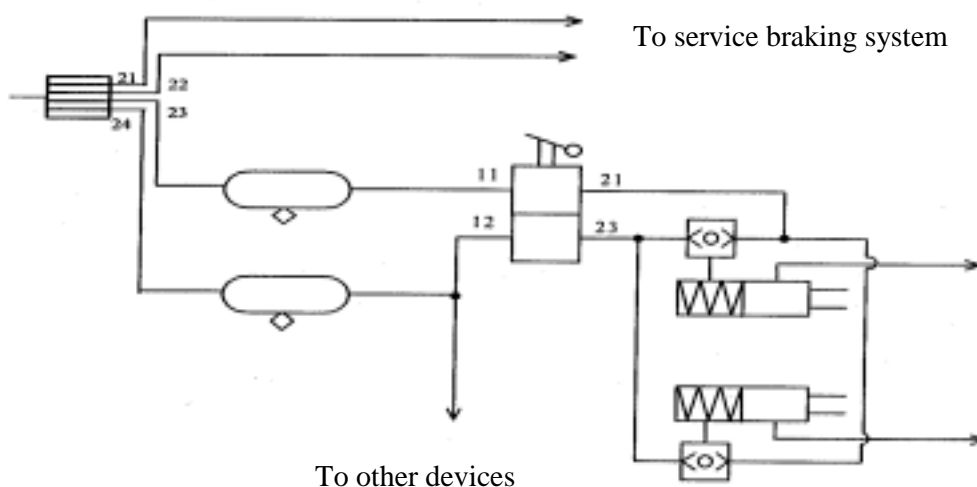


Figure 1

When pressure in the vehicle's pneumatic system is being increased from zero, this arrangement is in conformity with the requirements of paragraph 2.3, as the reservoirs of the service braking system are filled first. In all other cases, the spring compression chambers can release even when there is zero pressure in the service braking system reservoirs, which is not in line with the requirements of paragraph 2.3. (part 2).

If, under paragraph 2.3., restrictions are to be placed on the operation of the main feed line for the spring brake actuators, the auxiliary release system must always be ready for operation.

Accordingly, in the arrangement set out in figure 1, the spring brake actuation system is not in line with paragraph 2.3. To resolve this problem, separate controls will have to be installed for the parking system and the auxiliary release system, as in figure 2.

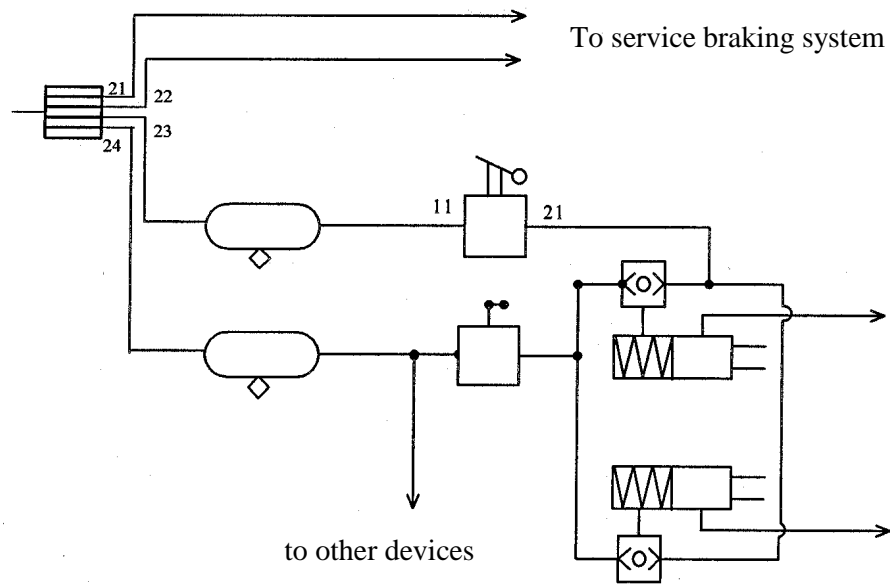


Figure 2

Accordingly, the Russian Federation considers it advisable to include a new paragraph 3.3., as follows:

* * *

B. PROPOSAL

Annex 8.

Insert a new paragraph 3.3., to read:

"3.3. If compressed air is used in the auxiliary release system, the system should be activated by a separate control, not connected to the spring brake control."
