

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 13

Note: The text reproduced below was prepared by the experts from CLEPA in order to insert a further amendment to Regulation No. 13 regarding special requirements for the illumination of stop lamps for vehicles equipped with endurance brakes

A. PROPOSAL

Paragraph 2.5.1., amend to read:

"2.5.1. "Control Transmission" means the combination of the components of the transmission which control the **application** of the brakes, **by manual or automatic means**, including the control function and the necessary reserve(s) of energy."

Paragraph 5.2.1.30.2., amend to read:

"5.2.1.30.2. Requirements for vehicles installed with endurance braking systems.

5.2.1.30.2.1. In the case of vehicles equipped with "electric control transmission" the following shall apply:

Deceleration Thresholds	
$\leq 1.0\text{m/sec}^2$	$> 1.0\text{m/sec}^2$
May generate the signal	Shall generate the signal

5.2.1.30.2.2. In the case of vehicles not equipped with "electric control transmission" the operation of the endurance braking system may generate the signal irrespective of the deceleration produced.

5.2.1.30.2.3. The signal shall not be generated when retardation is produced by the natural braking effect of the engine alone."

Insert a new paragraph 12.1.2.8., to read:

"12.1.2.8. As from [24] months after the date of entry into force of supplement X to the 10 series of amendments, 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 supplement X to the 10 series of amendments."

B. JUSTIFICATION

At the 57th GRRF, the industry introduced informal document No. GRRF-57-34 which proposed that vehicles electric control transmission and an endurance braking system should provide a signal to illuminate the stop lamps when the retardation produced by the endurance brake exceeds a given threshold. At the time this proposal was rejected.

At the 59th GRRF, Japan introduced informal document No. GRRF-59-11 which required that vehicles with ABS and an endurance braking system should provide the signal to illuminate the stop lamps when the deceleration produced by the endurance brake was $>1.0\text{m/sec}^2$. No decision was made at the time following comments from the industry on the practicalities of realising this requirement on vehicles equipped with ABS.

At the 60th GRRF, the industry introduced informal document No. GRRF-60-04 which outlined the implication of requiring ABS equipped vehicles to generate a signal to illuminate the stop lamps when the retardation of the endurance brake exceeded pre-defined limit. GRRF accepted that on ABS equipped vehicles such a requirement could not be justified and industry was requested to consider the comments made during discussion and prepare a consolidated document for discussion at the 61st GRRF.

The content of this document provides the consolidation of requirement as requested by GRRF taking into consideration the comments of Japan, and informal documents Nos. GRRF-59-34 and GRRF-59-11. However, to apply these requirements it is considered necessary to amend the definition for "Control Transmission" as it is necessary to clearly differentiate vehicles equipped with an ABS which reacts to wheel slip generated by a brake demand and those with electric control transmission which are able to generate the brake demand. By replacing the word "operation" with "application", which includes apply and release, provides this differentiation as an anti-lock braking system cannot apply the brakes but must first release and then re-apply.

As this requirement will result in a change to vehicle specification lead times will be required before the change can be introduced for new type approvals.
