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### Economic Commission for Europe

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World Forum for Harmonization of Vehicle Regulations

Working Party on Brakes and Running Gear

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Item 3(d) of the provisional agenda

**Regulations Nos. 13 and 13-H (Braking) - Clarifications**

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

**Submitted by the expert from the European Association of Automotive Suppliers \***

The text reproduced below was prepared by the expert from the European Association of Automotive Suppliers (CLEPA) to clarify the periodic technical inspection requirements with regard to system failures. The modifications to the existing text of the Regulation are marked in bold for new characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## I. Proposal

*Paragraph 5.1.4.7., amend to read:*

“5.1.4.7. It shall be possible to verify, in a **frequent and** simple way, the correct operational status of those complex electronic systems which have control over braking. If special information is needed, this shall be made freely available.”

*Insert new paragraph 5.1.4.7.1., to read:*

“**5.1.4.7.1. Where the operational status is indicated to the driver by warning signals, as specified in this regulation, it shall be possible at a periodic technical inspection to confirm the correct operational status by visual observation of the warning signals following a power-on (off – system OK, on – system fault present).**”

*Paragraph 5.1.4.7.1. (former), renumber as paragraph 5.1.4.7.2.*

## II. Justification

1. While the Regulation and its Annexes 8, 9, 13, 16, 17, 20 and 21 specify that the driver shall be provided with red and yellow warning signals under specific failure conditions and paragraph 3.4.4.1. of Annex 18 requires that the parameters being monitored for each fault condition that results in a warning signal shall be set out, certain technical inspection bodies consider that it is not sufficient to observe the warning signal status at a periodic technical inspection.
2. To clarify the situation, a new paragraph 5.1.4.7.1. is proposed that specifies that the warning signal status is used for periodic technical inspections.
3. The text of the proposed new paragraph is based on the text contained in the new Lane Departure Warning Systems (LDWS) Regulation proposal.
4. Electronic systems currently carry out self-diagnostic procedures on a continual basis while the systems are switched on and, therefore, it is appropriate to identify this by adding the word “frequent” to paragraph 5.1.4.7.