Proposal for Corrigendum 3 to the 11 series of amendments to Regulation No. 13 (Heavy vehicle braking)

Submitted by the Working Party on Brakes and Running Gear

The text reproduced below was adopted by the Working Party on Brakes and Running Gear (GRRF) at its seventy-third session (ECE/TRANS/WP.29/GRRF/73, para. 11). It is based on GRRF-73-02 as amended by Annex III to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration.
Annex 12, paragraphs 10.3 to 10.4.1., correct to read

"10.3. Check of braking efficiency

10.3.1. The sum of the braking forces exerted on the circumference of the trailer wheels shall not be less than $B^* = 0.50 \cdot G_A$, including a rolling resistance of 0.01 $\cdot G_A$; this corresponds to a braking force $B$ of 0.49 $\cdot G_A$. In this case, the maximum permissible thrust on the coupling shall be:

$D^* = 0.067 \cdot G_A$ in the case of multi-axled trailers with pivoted drawbar;

and

$D^* = 0.10 \cdot G_A$ in the case of trailers with rigid drawbar.

To check whether these conditions are complied with the following inequalities shall be applied:

10.3.1.1. In mechanical-transmission inertia braking systems:

$$\left[ \frac{B \cdot R + n \cdot P_o}{\rho} \right] \frac{1}{(D^* - K) \cdot \eta_H} \leq i_H$$

10.3.1.2. In hydraulic-transmission inertia braking systems:

$$\left[ \frac{B \cdot R}{n \cdot \rho' + P_o} \right] \frac{1}{(D^* - K) \cdot \eta_H} \leq \frac{i_h}{F_{HZ}}$$

10.4. Check of control travel

10.4.1. In control devices for multi-axled trailers with pivoted drawbars where the brake rod linkage depends on the position of the towing device, the control travels shall be longer than the effective (useful) control travels, the difference being at least equivalent to the loss of travel $s_0$. The travel loss of $s_0$ shall not exceed 10 per cent of the effective travels."