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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****162<sup>nd</sup> session**

Geneva, 11-14 March 2014

Item 4.10.1 of the provisional agenda

**1958 Agreement – Consideration of draft corrigenda  
to existing Regulations submitted by GRRF****Proposal for Corrigendum 1 (Russian only) to Revision 8 of  
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-fifth session (ECE/TRANS/WP.29/GRRF/75, para. 16). This correction only applies to the Russian text of the Regulation. It is based on ECE/TRANS/WP.29/GRRF/2013/15 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.

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\* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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.

*Annex 13, paragraph 5.3.1., the table (Russian only), correct to read:*

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	<i>Категория транспортного средства</i>	<i>Максимальная скорость при испытании</i>
Поверхность с высоким коэффициентом сцепления	Все категории, кроме транспортных средств категорий N <sub>2</sub> и N <sub>3</sub> в груженом состоянии	0,8 v <sub>max</sub> ≤ 120 км/ч
	Транспортные средства категорий N <sub>2</sub> и N <sub>3</sub> в груженом состоянии	0,8 v <sub>max</sub> ≤ 80 км/ч
Поверхность с низким коэффициентом сцепления	N <sub>1</sub>	0,8 v <sub>max</sub> ≤ 120 км/ч
	M <sub>2</sub> , M <sub>3</sub> , N <sub>2</sub> , кроме тягачей для полуприцепов	0,8 v <sub>max</sub> ≤ 80 км/ч
	N <sub>3</sub> и тягачи категории N <sub>2</sub> для полуприцепов	0,8 v <sub>max</sub> ≤ 70 км/ч

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*Annex 10, paragraph 3.1.2. (Russian only), correct to read:*

"3.1.2. При всех условиях нагрузки транспортного средства кривая реализуемого сцепления задней оси не должна находиться над кривой реализуемого сцепления передней оси:"