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Item 4.10.1 of the provisional agenda

**1958 Agreement – Consideration of draft corrigenda
to existing Regulations submitted by GRRF**

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.

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, 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 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 $B^* = 0.50 g.G_A$, including a rolling resistance of $0.01 g.G_A$: this corresponds to a braking force B of $0.49 g.G_A$. In this case, the maximum permissible thrust on the coupling shall be:

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

and

$D^* = 0.10 g.G_A$ 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:

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

10.3.1.2. In hydraulic-transmission inertia braking systems:

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

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 so. The travel loss of so shall not exceed 10 per cent of the effective travels."
