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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) –

Braking symbols in Regulation No. 121 (Identification of controls, tell-tales and indicators)

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

Submitted by the ad hoc group on Transitional Provisions*

The text reproduced below was prepared by the experts in the ad hoc group on Transitional Provisions to review and simplify the transitional provisions. The modifications to the existing text of the Regulation as amended by ECE/TRANS/WP.29/GRRF/2013/28 are marked in bold for new or strikethrough for deleted characters.

* 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.

I. Proposal

Paragraph 12, amend to read:

- "12. Transitional Provisions
- 12.1. As from the official date of entry into force of the 11 series of amendments (11 July 2008), no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type approvals under this UN Regulation as amended by the 11 series of amendments.
- 12.2. 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 the 11 series of amendments.
- Notwithstanding the above requirements, compliance with the requirements of Supplement 7 to the 11 series of amendments shall not be required for all new type approvals before 28 October 2014.
- 12.3. As from the application dates shown in the following table in respect of the 11 series of amendments to this Regulation, Contracting Parties applying this Regulation shall not be obliged to accept, a vehicle type approved to the 10 series of amendments to this Regulation.

	<i>Vehicle category</i>	<i>Application date (as from the date after entry into force of the 11 series of amendments, 11 July 2008)</i>
Vehicles not exempted from EVSC by paragraphs 5.2.1.32 and 5.2.2.23 including the footnotes	M ₂	84 months (11 July 2015)
	M ₃ (Class III)	36 months (11 July 2011)
	M ₃ <16 tonnes (pneumatic transmission)	48 months (11 July 2012)
	M ₃ (Class II and B) (hydraulic transmission)	84 months (11 July 2015)
	M ₃ (Class III) (hydraulic transmission)	84 months (11 July 2015)
	M ₃ (Class III) (pneumatic control transmission and hydraulic energy transmission)	96 months (11 July 2016)
	M ₃ (Class II) (pneumatic control transmission and hydraulic energy transmission)	96 months (11 July 2016)
	M ₃ (other than above)	48 months (11 July 2012)
	N ₂ (hydraulic transmission)	84 months (11 July 2015)
	N ₂ (pneumatic control transmission and hydraulic energy transmission)	96 months (11 July 2016)
	N ₂ (other than above)	72 months (11 July 2014)
	N ₃ (2 axle tractors for semi-trailers)	36 months (11 July 2011)
	N ₃ (2 axle tractors for semi-trailers with pneumatic control transmission (ABS))	60 months (11 July 2013)
	N ₃ (3 axles with electric control transmission (EBS))	60 months (11 July 2013)
	N ₃ (2 and 3 axles with pneumatic control transmission (ABS))	72 months (11 July 2014)
	N ₃ (other than above)	48 months (11 July 2013)
	O ₃ (combined axle load between 3.5 - 7.5 tonnes)	72 months (11 July 2014)
	O ₃ (other than above)	60 months (11 July 2013)

	O ₄	36 months (11 July 2011)
[Vehicles of category M, N and O exempted by paragraphs 5.2.1.32 and 5.2.2.23 including the footnotes		24 October 2016]

- 12.4. Notwithstanding the requirements of paragraph 12.3, until 24 October 2016, no Contracting Party applying this Regulation shall refuse a vehicle type **approval** which does not meet the requirements of Supplement 2 to the 11 series of amendments to this UN Regulation.
- 12.5. **Contracting Parties applying this UN Regulation shall not refuse to grant extensions of UN type approvals for existing types which have been granted according to the basis of the requirement that existed at the time of the original approval.**
- 12.6. Notwithstanding the transitional provisions above, Contracting Parties whose application of this Regulation comes into force after the date of entry into force of the most recent series of amendments are not obliged to accept approvals which were granted in accordance with any of the preceding series of amendments to this Regulation.
- 12.7. As from 24 months after the entry into force of supplement [11] to the 11 series of amendments, Contracting Parties applying this UN Regulation shall grant UN type approvals to vehicle types only if the vehicle type to be approved meets the requirements of this UN Regulation as amended by supplement [11] to the 11 series of amendments.

Amending text unchanged compared to document ECE/TRANS/WP.29/GRRF/2012/14:

Annex 21, paragraph 2.1.4., amend to read:

- "2.1.4. Interventions of the vehicle stability function shall be indicated to the driver by a flashing optical warning signal **fulfilling the relevant technical requirements of Regulation No. 121**. The indication shall be present as long as the vehicle stability function is in an intervention mode. ~~The yellow warning signals specified in paragraph 2.1.5. below may be used for this purpose. [The warning signal specified in paragraph 5.2.1.29.1.2. of this Regulation shall not be used for this purpose.]~~

Additionally ...

... shall not generate the above signal.

~~The signal shall be visible to the driver, even in daylight, such that the driver can easily verify the satisfactory condition of the signal without leaving the driver's seat."~~

Paragraph 2.1.5., amend to read:

- "2.1.5. A vehicle stability function failure or defect shall be detected and indicated to the driver by ~~a yellow~~ **an** optical warning signal **fulfilling the relevant technical requirements of Regulation No. 121**.

The warning signal specified in paragraph 5.2.1.29.1.2. of this Regulation ~~may~~ **shall not** be used for this purpose ~~but shall not be used for interventions as defined in paragraph 2.1.4. of this annex.~~

The warning signal shall be constant and remain displayed as long as the failure or defect persists and the ignition (start) switch is in the 'on' (run) position."

Paragraph 2.1.6., amend to read:

"2.1.6. In the case of a power-driven vehicle equipped with an electric control line and electrically connected to a trailer with an electric control line the driver shall be warned by a specific optical warning signal **fulfilling the relevant technical requirements of Regulation No. 121** whenever the trailer provides the information "VDC Active" via the data communications part of the electric control line. The optical signal defined in paragraph 2.1.4. above may be used for this purpose."

II. Justification

The Working Party on Brakes and Running Gear requested an ad hoc group to clarify and update the existing transitional provisions of the current level of UN Regulation No. 13. The group presented a formal document for discussion at the seventy-fifth GRRF session (ECE/TRANS/WP.29/GRRF/2013/28) which was updated (by GRRF-75-40 and GRRF-75-40-Rev.1) following a meeting of the ad hoc group during the seventy-fifth GRRF session. This document is based on the informal documents presented at the seventy-fifth GRRF session and includes an amendment suggested by the group (indicated in bold).
