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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on Brakes and Running Gear****Seventy-second session**

Geneva, 20–24 February 2012

Item 7(f) of the provisional agenda

Regulations Nos. 13 and 13-H (Braking) - Other business**Proposal for amendments to Regulations Nos. 13 and 13-H
(Brakes of vehicles) *****Submitted by the expert from the International Organization of Motor
Vehicle Manufacturers ¹**

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA) in order to remove the ESC control and tell-tale requirements from Regulations Nos. 13 and 13-H and to insert these requirements into Regulation No. 121 (see ECE/TRANS/WP.29/2012/30 amending Regulation No. 121). Changes to the current text of the Regulation are marked in bold characters for new or strikethrough for deleted characters.

* This document was submitted late due to delayed inputs from other sources.

¹ 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.

I. Proposal

Proposal for draft Supplement 10 to the 11 series of amendments to Regulation No. 13

Insert new paragraph 12.1.10., to read:

"12.1.10. As from the official date of entry into force of Supplement 9 to the 11 series of amendments, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to Supplement 9 to the 11 series of amendments to this Regulation."

Paragraph 12.1.10. (former), renumber as paragraph 12.1.11. and amend to read:

"12.1.11. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval according to this Regulation as amended by Supplement 5, **Supplement 6, Supplement 7 and Supplement 8** to the 11 series of amendments of this Regulation.

Insert new paragraph 12.2.11., to read:

"12.2.11. Until 24 months after the date of entry into force of Supplement 9 to the 11 Series of amendments to this regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to Supplement 8 to the 11 series of amendments to this Regulation."

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."

Proposal for draft Supplement 14 to the original series of amendments to Regulation No. 13-H

Paragraph 12.1. to 12.2., amend to read:

- "12.1. As from 1 November 2011, Contracting Parties applying this Regulation may refuse to grant national or regional type approval if the vehicle type does not meet the requirements of this Regulation by Supplement 9, or Supplement 10, ~~or Supplement 11~~, **Supplement 12, Supplement 13 or Supplement 14** and is not fitted with an Electronic Stability Control System and a Brake Assist System, both meeting the requirements of Annex 9 to this Regulation.
- 12.2. As from 1 November 2013, Contracting Parties applying this Regulation may refuse first national registration of a vehicle which does not meet the requirements of this Regulation as amended by Supplement 9, ~~or Supplement 10~~, ~~or Supplement 11~~, **Supplement 12, Supplement 13 or Supplement 14** and is not fitted with an Electronic Stability Control System and a Brake Assist System, both meeting the requirements of Annex 9 to this Regulation."

Insert new paragraphs 12.8. to 12.9., to read:

- "**12.8. As from the official date of entry into force of the Supplement 14 to the original version of this Regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the Supplement 14 to the original version of this Regulation.**
- 12.9. Until 24 months after the date of entry into force of Supplement 14 to the original version of this Regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to Supplement 13 to the original version of this Regulation."**

Annex 9, part A, paragraph 3.4.1.1., amend to read:

- "3.4.1.1. ~~Shall be displayed in direct and clear view of the driver, while in the driver's designated seating position with the driver's seat belt fastened~~ **fulfil the relevant technical requirements of Regulation No. 121;**"

Delete paragraphs 3.4.1.2. to 3.4.1.5.

Paragraphs 3.4.1.6. to 3.4.1.9. (former), renumber as paragraphs 3.4.1.2. to 3.4.1.5.

Throughout Regulation No. 13-H, renumber the references to these paragraphs accordingly.

Paragraphs 3.5.2. and 3.5.3., amend to read:

- "3.5.2. A control, whose only purpose is to place the ESC system in a mode in which it will no longer satisfy the performance requirements of paragraphs 3., 3.1., 3.2. and 3.3., shall be identified by the symbol shown for "ESC-Off" below or the

~~text "ESC OFF"~~ fulfil the relevant technical requirements of Regulation No. 121.

- 3.5.3. A control for an ESC system whose purpose is to place the ESC system in different modes, at least one of which may no longer satisfy the performance requirements of paragraphs 3., 3.1., 3.2., and 3.3., shall ~~be identified by the symbol below with the text "OFF" adjacent to the control position for this mode.~~ fulfil the relevant technical requirements of Regulation No. 121.

Alternatively, in the case where the ESC system mode is controlled by a multi-functional control, the driver display shall identify clearly to the driver the control position for this mode using ~~either the symbol in paragraph 3.5.2. or the text "ESC OFF".~~ the "off" symbol for electronic stability control system as defined in Regulation No. 121."

Paragraph 3.6.2.1., amend to read:

- "3.6.2.1. Shall ~~be displayed in direct and clear view of the driver while in the driver's designated seating position with the driver's seat belt fastened;~~ fulfil the relevant technical requirements of Regulation No. 121."

Delete paragraphs 3.6.2.2. to 3.6.2.5.

Paragraphs 3.6.2.6. to 3.6.2.8. (former), renumber as paragraphs 3.6.2.2. to 3.6.2.4.

Throughout Regulation No. 13-H, renumber the references to these paragraphs accordingly.

II. Justification

1. The Working Party on Brakes and Running Gear (GRRF) tasked OICA to present a draft proposal in order to transfer the Electronic Stability Control (ESC) control and tell tale requirements from Regulations Nos. 13 and 13-H to Regulation No. 121.
2. The same principle has been applied by the United States of America who transposed the functional requirements of the Global Technical Regulation (GTR) No. 8 into Federal Motor Vehicle Safety Standard (FMVSS) 126 and the requirements on controls and telltales into FMVSS 101.
3. In addition, the present proposal harmonizes the ESC control and telltale requirements for vehicles with braking systems that are type approved according to Regulation Nos. 13 or 13-H.
4. A separate document introduces the relevant provisions into Regulation No. 121 (Controls and tell-tales)(see ECE/TRANS/WP.29/2012/30).
5. Concerning the vehicles equipped with a braking system type approved according to Regulation No. 13-H, the transfer of the requirements into Regulation No. 121 is neutral. However, for vehicles type approved according to Regulation No. 13, the amendments to Regulation No. 121 add new requirements as Regulation No. 13 currently does not require any ESC OFF indication.
6. Transitional provisions, as defined under paragraph 12, are necessary in particular for vehicles to be approved to Regulation No. 13. While the sensors and tell-tale wiring do exist on vehicles in current production, this additional symbol for "ESC OFF" implies that the logic signal must be now brought to two different lighting devices, hence bringing a revision of the manufacturer's Human-Machine-Interface (HMI), some changes in the

Electronic Control Unit (ECU) and the necessary subsequent validations to ensure reliability.

7. As this new proposed tell-tale is primarily intended to harmonize ESC control and tell-tale requirements, and in view of the industrial efforts for redesigning the vehicles currently in production, or whose design is not compatible with the new requirements, it appears reasonable to limit the upgrade to the new types of vehicle. Especially for the vehicles currently in production, type approved to the 11 series of amendments to Regulation No. 13 and complying with the requirements of paragraphs 2.1.4. and 2.1.5. of Annex 21 (i.e. not equipped with the new proposed tell-tale) should allowance be made to still obtain approval to the preceding supplements to the 11 series of amendments to Regulation No. 13, until the end of their production.

8. It is important that the adoption of the amendments to the Regulation No. 121 and to the braking regulations are well synchronized in order to avoid legal vacuums or double requirements in the framework of the 1958 Agreement.

9. The deletion of several subparagraphs in Regulations Nos. 13 and 13-H is necessary in order to prevent double requirements in the braking regulations and Regulation No. 121. The following table recalls this transfer of requirements:

	<u>Relevant paragraphs in Regulation No. 13, Annex 21</u>	<u>Deleted paragraph in Regulation No. 13H, Annex 9</u>	<u>Equivalent paragraph in Regulation No. 121</u>
ESC malfunction	2.1.5.	3.4.1.2.	5.2.6.
		3.4.1.3. and 3.4.1.4.	Table 1
	2.1.4. (ESC intervention)	3.4.1.5	5.1.2. and 5.3.6.
ESC OFF	2.1.4. (ESC intervention)	3.6.2.1.	5.6.2.
	2.1.1.(d)(iii) and 2.1.5.	3.6.2.2.	5.2.6
	2.1.1.(d)(iii)	3.6.2.3. and 3.6.2.4.	Table 1
	2.1.1.(d)(iii) and 2.1.5.	3.6.2.5.	5.1.2. and 5.3.6.

10. The proposal for amendments to paragraph 2.1.4. of Annex 21 to Regulation No. 13 contain between square brackets [] the reinsertion of the former wording of the Regulation which specifically prohibits the use of the warning signal devoted to braking system malfunctions as defined in paragraph 5.2.1.29.1.2. The transfer of the warning requirements to Regulation No. 121, which makes the yellow ESC symbol mandatory, theoretically makes such provision unnecessary. However, the case of Contracting Parties not signatory to Regulation No. 121 must be taken into account and GRRF may decide to reintroduce the provision.

11. Finally, OICA seeks GRRF to generate a debate about the below proposal for simplification:

It is suggested to replace the multiple references to Regulation No. 121 by a more general one, similar to the existing reference to Regulation No. 10, for example by introducing in both braking regulations a new paragraph 5.1.0. to read:

"5.1.0. All warning signals referred to in this Regulation shall fulfil the technical requirements of the Regulation No. 121, as appropriate."

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Vehicle Manufacturers ¹**

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA) in order to remove the ESC control and tell-tale requirements from Regulations Nos. 13 and 13-H and to insert these requirements into Regulation No. 121 (see ECE/TRANS/WP.29/2012/30 amending Regulation No. 121). Changes to the current text of the Regulation are marked in bold characters for new or strikethrough for deleted characters.

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I. Proposal

Proposal for draft Supplement 10 to the 11 series of amendments to Regulation No. 13

Insert new paragraph 12.1.10., to read:

"12.1.10. As from the official date of entry into force of Supplement 9 to the 11 series of amendments, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to Supplement 9 to the 11 series of amendments to this Regulation."

Paragraph 12.1.10. (former), renumber as paragraph 12.1.11. and amend to read:

"12.1.11. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval according to this Regulation as amended by Supplement 5, **Supplement 6, Supplement 7 and Supplement 8** to the 11 series of amendments of this Regulation.

Insert new paragraph 12.2.11., to read:

"12.2.11. Until 24 months after the date of entry into force of Supplement 9 to the 11 Series of amendments to this regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to Supplement 8 to the 11 series of amendments to this Regulation."

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."

Proposal for draft Supplement 14 to the original series of amendments to Regulation No. 13-H

Paragraph 12.1. to 12.2., amend to read:

- "12.1. As from 1 November 2011, Contracting Parties applying this Regulation may refuse to grant national or regional type approval if the vehicle type does not meet the requirements of this Regulation by Supplement 9, or Supplement 10, ~~or Supplement 11~~, **Supplement 12, Supplement 13 or Supplement 14** and is not fitted with an Electronic Stability Control System and a Brake Assist System, both meeting the requirements of Annex 9 to this Regulation.
- 12.2. As from 1 November 2013, Contracting Parties applying this Regulation may refuse first national registration of a vehicle which does not meet the requirements of this Regulation as amended by Supplement 9, ~~or Supplement 10~~, ~~or Supplement 11~~, **Supplement 12, Supplement 13 or Supplement 14** and is not fitted with an Electronic Stability Control System and a Brake Assist System, both meeting the requirements of Annex 9 to this Regulation."

Insert new paragraphs 12.8. to 12.9., to read:

- "12.8. **As from the official date of entry into force of the Supplement 14 to the original version of this Regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the Supplement 14 to the original version of this Regulation.**
- 12.9. **Until 24 months after the date of entry into force of Supplement 14 to the original version of this Regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to Supplement 13 to the original version of this Regulation.**"

Annex 9, part A, paragraph 3.4.1.1., amend to read:

- "3.4.1.1. ~~Shall be displayed in direct and clear view of the driver, while in the driver's designated seating position with the driver's seat belt fastened~~ **fulfil the relevant technical requirements of Regulation No. 121;**"

Delete paragraphs 3.4.1.2. to 3.4.1.5.

Paragraphs 3.4.1.6. to 3.4.1.9. (former), renumber as paragraphs 3.4.1.2. to 3.4.1.5.

Throughout Regulation No. 13-H, renumber the references to these paragraphs accordingly.

Paragraphs 3.5.2. and 3.5.3., amend to read:

- "3.5.2. A control, whose only purpose is to place the ESC system in a mode in which it will no longer satisfy the performance requirements of paragraphs 3., 3.1., 3.2. and 3.3., shall be identified by the symbol shown for "ESC-Off" below or the

~~text "ESC OFF"~~ **fulfil the relevant technical requirements of Regulation No. 121.**

- 3.5.3. A control for an ESC system whose purpose is to place the ESC system in different modes, at least one of which may no longer satisfy the performance requirements of paragraphs 3., 3.1., 3.2., and 3.3., shall ~~be identified by the symbol below with the text "OFF" adjacent to the control position for this mode.~~ **fulfil the relevant technical requirements of Regulation No. 121.**

Alternatively, in the case where the ESC system mode is controlled by a multi-functional control, the driver display shall identify clearly to the driver the control position for this mode using ~~either the symbol in paragraph 3.5.2. or the text "ESC OFF".~~ the "off" symbol for electronic stability control system as defined in Regulation No. 121."

Paragraph 3.6.2.1., amend to read:

- "3.6.2.1. Shall ~~be displayed in direct and clear view of the driver while in the driver's designated seating position with the driver's seat belt fastened;~~ **fulfil the relevant technical requirements of Regulation No. 121.**"

Delete paragraphs 3.6.2.2. to 3.6.2.5.

Paragraphs 3.6.2.6. to 3.6.2.8. (former), renumber as paragraphs 3.6.2.2. to 3.6.2.4.

Throughout Regulation No. 13-H, renumber the references to these paragraphs accordingly.

II. Justification

1. The Working Party on Brakes and Running Gear (GRRF) tasked OICA to present a draft proposal in order to transfer the Electronic Stability Control (ESC) control and tell tale requirements from Regulations Nos. 13 and 13-H to Regulation No. 121.
2. The same principle has been applied by the United States of America who transposed the functional requirements of the Global Technical Regulation (GTR) No. 8 into Federal Motor Vehicle Safety Standard (FMVSS) 126 and the requirements on controls and telltales into FMVSS 101.
3. In addition, the present proposal harmonizes the ESC control and telltale requirements for vehicles with braking systems that are type approved according to Regulation Nos. 13 or 13-H.
4. A separate document introduces the relevant provisions into Regulation No. 121 (Controls and tell-tales)(see ECE/TRANS/WP.29/2012/30).
5. Concerning the vehicles equipped with a braking system type approved according to Regulation No. 13-H, the transfer of the requirements into Regulation No. 121 is neutral. However, for vehicles type approved according to Regulation No. 13, the amendments to Regulation No. 121 add new requirements as Regulation No. 13 currently does not require any ESC OFF indication.
6. Transitional provisions, as defined under paragraph 12, are necessary in particular for vehicles to be approved to Regulation No. 13. While the sensors and tell-tale wiring do exist on vehicles in current production, this additional symbol for "ESC OFF" implies that the logic signal must be now brought to two different lighting devices, hence bringing a revision of the manufacturer's Human-Machine-Interface (HMI), some changes in the

Electronic Control Unit (ECU) and the necessary subsequent validations to ensure reliability.

7. As this new proposed tell-tale is primarily intended to harmonize ESC control and tell-tale requirements, and in view of the industrial efforts for redesigning the vehicles currently in production, or whose design is not compatible with the new requirements, it appears reasonable to limit the upgrade to the new types of vehicle. Especially for the vehicles currently in production, type approved to the 11 series of amendments to Regulation No. 13 and complying with the requirements of paragraphs 2.1.4. and 2.1.5. of Annex 21 (i.e. not equipped with the new proposed tell-tale) should allowance be made to still obtain approval to the preceding supplements to the 11 series of amendments to Regulation No. 13, until the end of their production.

8. It is important that the adoption of the amendments to the Regulation No. 121 and to the braking regulations are well synchronized in order to avoid legal vacuums or double requirements in the framework of the 1958 Agreement.

9. The deletion of several subparagraphs in Regulations Nos. 13 and 13-H is necessary in order to prevent double requirements in the braking regulations and Regulation No. 121. The following table recalls this transfer of requirements:

	<u>Relevant paragraphs in Regulation No. 13, Annex 21</u>	<u>Deleted paragraph in Regulation No. 13H, Annex 9</u>	<u>Equivalent paragraph in Regulation No. 121</u>
ESC malfunction	2.1.5.	3.4.1.2.	5.2.6.
		3.4.1.3. and 3.4.1.4.	Table 1
	2.1.4. (ESC intervention)	3.4.1.5	5.1.2. and 5.3.6.
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	2.1.1.(d)(iii) and 2.1.5.	3.6.2.2.	5.2.6
	2.1.1.(d)(iii)	3.6.2.3. and 3.6.2.4.	Table 1
	2.1.1.(d)(iii) and 2.1.5.	3.6.2.5.	5.1.2. and 5.3.6.

10. The proposal for amendments to paragraph 2.1.4. of Annex 21 to Regulation No. 13 contain between square brackets [] the reinsertion of the former wording of the Regulation which specifically prohibits the use of the warning signal devoted to braking system malfunctions as defined in paragraph 5.2.1.29.1.2. The transfer of the warning requirements to Regulation No. 121, which makes the yellow ESC symbol mandatory, theoretically makes such provision unnecessary. However, the case of Contracting Parties not signatory to Regulation No. 121 must be taken into account and GRRF may decide to reintroduce the provision.

11. Finally, OICA seeks GRRF to generate a debate about the below proposal for simplification:

It is suggested to replace the multiple references to Regulation No. 121 by a more general one, similar to the existing reference to Regulation No. 10, for example by introducing in both braking regulations a new paragraph 5.1.0. to read:

"5.1.0. All warning signals referred to in this Regulation shall fulfil the technical requirements of the Regulation No. 121, as appropriate."



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Regulations Nos. 13 and 13-H (Braking) - Other business

Proposal for amendments to Regulations Nos. 13 and 13-H (Brakes of vehicles) *

Submitted by the expert from the International Organization of Motor Vehicle Manufacturers ¹

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I. Proposal

Proposal for draft Supplement 10 to the 11 series of amendments to Regulation No. 13

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"12.1.10. As from the official date of entry into force of Supplement 9 to the 11 series of amendments, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to Supplement 9 to the 11 series of amendments to this Regulation."

Paragraph 12.1.10. (former), renumber as paragraph 12.1.11. and amend to read:

"12.1.11. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval according to this Regulation as amended by Supplement 5, **Supplement 6, Supplement 7 and Supplement 8** to the 11 series of amendments of this Regulation.

Insert new paragraph 12.2.11., to read:

"12.2.11. Until 24 months after the date of entry into force of Supplement 9 to the 11 Series of amendments to this regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to Supplement 8 to the 11 series of amendments to this Regulation."

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."

Proposal for draft Supplement 14 to the original series of amendments to Regulation No. 13-H

Paragraph 12.1. to 12.2., amend to read:

- "12.1. As from 1 November 2011, Contracting Parties applying this Regulation may refuse to grant national or regional type approval if the vehicle type does not meet the requirements of this Regulation by Supplement 9, or Supplement 10, ~~or Supplement 11~~, **Supplement 12, Supplement 13 or Supplement 14** and is not fitted with an Electronic Stability Control System and a Brake Assist System, both meeting the requirements of Annex 9 to this Regulation.
- 12.2. As from 1 November 2013, Contracting Parties applying this Regulation may refuse first national registration of a vehicle which does not meet the requirements of this Regulation as amended by Supplement 9, ~~or Supplement 10~~, ~~or Supplement 11~~, **Supplement 12, Supplement 13 or Supplement 14** and is not fitted with an Electronic Stability Control System and a Brake Assist System, both meeting the requirements of Annex 9 to this Regulation."

Insert new paragraphs 12.8. to 12.9., to read:

- "12.8. **As from the official date of entry into force of the Supplement 14 to the original version of this Regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the Supplement 14 to the original version of this Regulation.**
- 12.9. **Until 24 months after the date of entry into force of Supplement 14 to the original version of this Regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to Supplement 13 to the original version of this Regulation.**"

Annex 9, part A, paragraph 3.4.1.1., amend to read:

- "3.4.1.1. ~~Shall be displayed in direct and clear view of the driver, while in the driver's designated seating position with the driver's seat belt fastened~~ **fulfil the relevant technical requirements of Regulation No. 121;**"

Delete paragraphs 3.4.1.2. to 3.4.1.5.

Paragraphs 3.4.1.6. to 3.4.1.9. (former), renumber as paragraphs 3.4.1.2. to 3.4.1.5.

Throughout Regulation No. 13-H, renumber the references to these paragraphs accordingly.

Paragraphs 3.5.2. and 3.5.3., amend to read:

- "3.5.2. A control, whose only purpose is to place the ESC system in a mode in which it will no longer satisfy the performance requirements of paragraphs 3., 3.1., 3.2. and 3.3., shall be identified by the symbol shown for "ESC-Off" below or the

~~text "ESC OFF"~~ fulfil the relevant technical requirements of Regulation No. 121.

- 3.5.3. A control for an ESC system whose purpose is to place the ESC system in different modes, at least one of which may no longer satisfy the performance requirements of paragraphs 3., 3.1., 3.2., and 3.3., shall ~~be identified by the symbol below with the text "OFF" adjacent to the control position for this mode.~~ fulfil the relevant technical requirements of Regulation No. 121.

Alternatively, in the case where the ESC system mode is controlled by a multi-functional control, the driver display shall identify clearly to the driver the control position for this mode using ~~either the symbol in paragraph 3.5.2. or the text "ESC OFF".~~ the "off" symbol for electronic stability control system as defined in Regulation No. 121."

Paragraph 3.6.2.1., amend to read:

- "3.6.2.1. Shall ~~be displayed in direct and clear view of the driver while in the driver's designated seating position with the driver's seat belt fastened;~~ fulfil the relevant technical requirements of Regulation No. 121."

Delete paragraphs 3.6.2.2. to 3.6.2.5.

Paragraphs 3.6.2.6. to 3.6.2.8. (former), renumber as paragraphs 3.6.2.2. to 3.6.2.4.

Throughout Regulation No. 13-H, renumber the references to these paragraphs accordingly.

II. Justification

1. The Working Party on Brakes and Running Gear (GRRF) tasked OICA to present a draft proposal in order to transfer the Electronic Stability Control (ESC) control and tell tale requirements from Regulations Nos. 13 and 13-H to Regulation No. 121.
2. The same principle has been applied by the United States of America who transposed the functional requirements of the Global Technical Regulation (GTR) No. 8 into Federal Motor Vehicle Safety Standard (FMVSS) 126 and the requirements on controls and telltales into FMVSS 101.
3. In addition, the present proposal harmonizes the ESC control and telltale requirements for vehicles with braking systems that are type approved according to Regulation Nos. 13 or 13-H.
4. A separate document introduces the relevant provisions into Regulation No. 121 (Controls and tell-tales)(see ECE/TRANS/WP.29/2012/30).
5. Concerning the vehicles equipped with a braking system type approved according to Regulation No. 13-H, the transfer of the requirements into Regulation No. 121 is neutral. However, for vehicles type approved according to Regulation No. 13, the amendments to Regulation No. 121 add new requirements as Regulation No. 13 currently does not require any ESC OFF indication.
6. Transitional provisions, as defined under paragraph 12, are necessary in particular for vehicles to be approved to Regulation No. 13. While the sensors and tell-tale wiring do exist on vehicles in current production, this additional symbol for "ESC OFF" implies that the logic signal must be now brought to two different lighting devices, hence bringing a revision of the manufacturer's Human-Machine-Interface (HMI), some changes in the

Electronic Control Unit (ECU) and the necessary subsequent validations to ensure reliability.

7. As this new proposed tell-tale is primarily intended to harmonize ESC control and tell-tale requirements, and in view of the industrial efforts for redesigning the vehicles currently in production, or whose design is not compatible with the new requirements, it appears reasonable to limit the upgrade to the new types of vehicle. Especially for the vehicles currently in production, type approved to the 11 series of amendments to Regulation No. 13 and complying with the requirements of paragraphs 2.1.4. and 2.1.5. of Annex 21 (i.e. not equipped with the new proposed tell-tale) should allowance be made to still obtain approval to the preceding supplements to the 11 series of amendments to Regulation No. 13, until the end of their production.

8. It is important that the adoption of the amendments to the Regulation No. 121 and to the braking regulations are well synchronized in order to avoid legal vacuums or double requirements in the framework of the 1958 Agreement.

9. The deletion of several subparagraphs in Regulations Nos. 13 and 13-H is necessary in order to prevent double requirements in the braking regulations and Regulation No. 121. The following table recalls this transfer of requirements:

	<u>Relevant paragraphs in Regulation No. 13, Annex 21</u>	<u>Deleted paragraph in Regulation No. 13H, Annex 9</u>	<u>Equivalent paragraph in Regulation No. 121</u>
ESC malfunction	2.1.5.	3.4.1.2.	5.2.6.
		3.4.1.3. and 3.4.1.4.	Table 1
	2.1.4. (ESC intervention)	3.4.1.5	5.1.2. and 5.3.6.
ESC OFF	2.1.4. (ESC intervention)	3.6.2.1.	5.6.2.
	2.1.1.(d)(iii) and 2.1.5.	3.6.2.2.	5.2.6
	2.1.1.(d)(iii)	3.6.2.3. and 3.6.2.4.	Table 1
	2.1.1.(d)(iii) and 2.1.5.	3.6.2.5.	5.1.2. and 5.3.6.

10. The proposal for amendments to paragraph 2.1.4. of Annex 21 to Regulation No. 13 contain between square brackets [] the reinsertion of the former wording of the Regulation which specifically prohibits the use of the warning signal devoted to braking system malfunctions as defined in paragraph 5.2.1.29.1.2. The transfer of the warning requirements to Regulation No. 121, which makes the yellow ESC symbol mandatory, theoretically makes such provision unnecessary. However, the case of Contracting Parties not signatory to Regulation No. 121 must be taken into account and GRRF may decide to reintroduce the provision.

11. Finally, OICA seeks GRRF to generate a debate about the below proposal for simplification:

It is suggested to replace the multiple references to Regulation No. 121 by a more general one, similar to the existing reference to Regulation No. 10, for example by introducing in both braking regulations a new paragraph 5.1.0. to read:

"5.1.0. All warning signals referred to in this Regulation shall fulfil the technical requirements of the Regulation No. 121, as appropriate."
