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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on Automated/Autonomous and Connected Vehicles*****Second session**

Geneva, 28 January - 1 February 2019

Item 7 (c) of the provisional agenda

UN Regulations Nos. 13, 13-H, 139 and 140:**Clarifications****Proposal for a Supplement to UN Regulation No. 139 (Brake Assist System)****Submitted by the expert from Australia****

The text reproduced below was prepared by the expert from Australia proposing to improve the wording of the applicability of UN Regulation No. 139. The modifications to the existing text of the Regulation are marked in bold.

* Formerly: **Working Party on Brakes and Running Gear (GRRF)**.

** In accordance with ECE/TRANS/274, para 52), with ECE/TRANS/WP.29/1139, para. 33 and with the programme of work of the Inland Transport Committee for 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, 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 5.1., amend to read:

- "5.1. Vehicles **complying with this Regulation** shall be equipped with a brake assist system meeting the functional requirements specified in paragraph 6. of this Regulation. Compliance with these requirements shall be demonstrated by meeting the provisions of paragraphs 8. or 9. of this Regulation under the test requirements specified in paragraph 7. of this Regulation. In addition to the requirements of this Regulation, vehicles equipped with a brake assist system shall also be equipped with ABS in accordance with technical requirements of Regulation 13-H."

II. Justification

1. Adopted proposal ECE/TRANS/WP.29/2018/60 amended paragraph 5.1 to explicitly require a vehicle approved to UN Regulation No. 139 to be fitted with a brake assist system (BAS). This was to avoid the situation (although unlikely in practice) of a vehicle being granted an approval without having a BAS fitted. The amendment closed a loophole created when translating "if fitted" requirements from a combined regulation (in this case UN Regulation No. 13-H, which dealt with mandatory braking and "if fitted" BAS), into a separate regulation dealing solely with the "if fitted" system.
 2. At the 175th session of the World Forum for Harmonization of Vehicle Regulations (WP.29), the International Organization of Vehicle Manufacturers (OICA) was concerned that the adopted wording "Vehicles shall be equipped ..." could in turn be misunderstood as being a mandatory installation requirement for all Contracting Parties applying UN Regulation No. 139.
 3. The issue was considered by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its first session in September 2018. GRVA requested Australia to coordinate a possible further amendment that could address OICA's concern.
 4. After consulting with known parties, Australia proposes the above slight change to the previously adopted proposal. This is to clarify that the requirement to fit BAS is associated with meeting UN Regulation No. 139, rather than UN Regulation No. 139 itself being mandated.
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