23 May 2012

Agreement

Concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions*

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 63: Regulation No. 64

Revision 1 – Amendment 1

Supplement 1 to the 02 series of amendments - Date of entry into force: 13 April 2012

Uniform provisions concerning the approval of vehicles with regard to their equipment which may include: a temporary use spare unit, run flat tyres and/or a run flat-system, and/or a tyre pressure monitoring system

UNITED NATIONS

* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

Paragraph 5.1.4.1.1., amend to read:

"5.1.4.1.1. An 120 km/h maximum speed warning …

…

The requirements of this paragraph shall only apply to a type 4 temporary-use spare unit as defined in paragraph 2.10.4. to be supplied for use on an M_1 and N_1 category vehicle."

Annex 3,

Paragraphs 2.3. to 2.3.1.2., amend to read:

"2.3. The braking performance shall correspond to the test procedure given in Regulation No. 13 or 13-H for categories M_1 and N_1 vehicles for the Type O cold test with the engine disconnected, and is based on the stopping distance and the mean fully developed deceleration. The performance of the vehicle shall be determined by measuring the stopping distance in relation to the prescribed speed of the vehicle and/or by measuring the mean fully developed deceleration during the test.

2.3.1. In the case of M_1 category vehicles approved to Regulation No. 13 fitted with type(s) 1, 2, 3 and 5 temporary use spare units as defined in paragraphs 2.10.1., 2.10.2., 2.10.3. and 2.10.5. and tested using a prescribed speed of 80 km/h:

The stopping distance achieved using a maximum force of 500 N applied to the foot control, shall not exceed 50.7 m and;

The mean fully developed deceleration (d_m) shall be calculated as the deceleration averaged with respect to distance over the interval v_b to v_e , according to the following formula and shall be not less than 5.8 m/s^{-2}:

$$d_m = \frac{v_b^2 - v_e^2}{25.92\,(s_e - s_b)}$$

where:

v_o = initial vehicle speed at beginning of braking in km/h,

v_b = vehicle speed at 0.8 v_o in km/h,

v_e = vehicle speed at 0.1 v_o in km/h,

s_b = distance travelled between v_o and v_b in metres,

s_e = distance travelled between v_o and v_e in metres.

2.3.1.1. In the case of N_1 category vehicles approved to Regulation No. 13 fitted with type(s) 1, 2, 3 and 5 temporary use spare units as defined in paragraphs 2.10.1., 2.10.2., 2.10.3. and 2.10.5. and tested using a prescribed speed of 80 km/h:

The stopping distance achieved using a maximum force of 700 N applied to the foot control shall not exceed 61.2 m and;

The mean fully developed deceleration (d_m) shall be calculated as the deceleration averaged with respect to distance over the interval v_b to v_e, according to the formula given in paragraph 2.3.1. and shall be not less than 5.0 m/s^{-2}.

2.3.1.2. In the case of M_1 category vehicles approved to Regulation No. 13 fitted with type 4 spare unit as defined in paragraph 2.10.4. and tested using a prescribed speed of 120 km/h:

The stopping distance achieved using a maximum force of 500 N applied to the foot control, shall not exceed 108 m and;

The mean fully developed deceleration (d_m) shall be calculated as the deceleration averaged with respect to distance over the interval v_b to v_e, according to the formula given in paragraph 2.3.1. and shall be not less than 5.8 m/s^{-2}."

Insert a new paragraph 2.3.1.3, to read:

"2.3.1.3. In the case of N_1 category vehicles approved to Regulation No. 13 fitted with type 4 spare unit as defined in paragraph 2.10.4. and tested using a prescribed speed of 120 km/h:

The stopping distance achieved using a maximum force of 700 N applied to the foot control, shall not exceed 128.8 m and;

The mean fully developed deceleration (d_m) shall be calculated as the deceleration averaged with respect to distance over the interval v_b to v_e, according to the formula given in paragraph 2.3.1. and shall be not less than 5.0 m/s^{-2}."

Paragraphs 2.3.1.3. and 2.3.1.4. (former), renumber as paragraphs 2.3.1.4 and 2.3.1.5 and amend to read:

"2.3.1.4. In the case of M_1 or N_1 category vehicles approved to Regulation No. 13-H fitted with type(s) 1, 2, 3 and 5 temporary use spare units as defined in paragraphs 2.10.1., 2.10.2., 2.10.3. and 2.10.5. and tested using a prescribed speed of 80 km/h:

The stopping distance achieved using a maximum force of 500 N + 0 / -50 N applied to the foot control, shall not exceed 46.4 m and;

The mean fully developed deceleration (d_m) shall be calculated as the deceleration averaged with respect to distance over the interval v_b to v_e according to the formula given in paragraph 2.3.1. and shall be not less than 6.43 m/s^{-2}.

2.3.1.5. In the case of M_1 and N_1 category vehicles approved to Regulation No. 13-H fitted with type 4 temporary use spare unit as defined in paragraph 2.10.4. and tested using a prescribed speed of 120 km/h:

The stopping distance achieved using a maximum force of 500 N + 0 / -50 N applied to the foot control, shall not exceed 98.4 m and;

The mean fully developed deceleration (d_m) shall be calculated as the deceleration averaged with respect to distance over the interval v_b to v_e, according to the formula given in paragraph 2.3.1. and shall be not less than 6.43 m/s^{-2}."