27 August 2013

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)

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Addendum 12 – Regulation No. 13

Revision 7 – Corrigendum 2

Corrigendum 1 to Revision 7 of the Regulation – Date of entry into force: 13 March 2013

Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking

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* 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.

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:

$$\left[\frac{B.R}{n.\rho'} + p_o \right] \frac{1}{(D^* - K).\eta_H} \leq \frac{i_h}{F_{HZ}}$$

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."