

## Proposal for amendments to the original version of UN Regulation No. 13-H (Braking of passenger cars)

### Note by the secretariat

The text reproduced below is based on the document (ECE/TRANS/WP.29/2022/25), as prepared by the expert from Organisation Internationale des Constructeurs d'Automobiles (OICA). It was prepared following discussions during the 14<sup>th</sup> session of GRVA. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

### Proposal

#### *Annex 9, Part A,*

*Paragraph 4.2.2. and subparagraphs 4.2.2.1., 4.2.2.2. and 4.2.2.3., amend to read:*

- “4.2.2. The road test surface has a nominal<sup>3</sup> peak braking coefficient (PBC) of 0.9, unless otherwise specified, when measured using ~~either~~ **one of following methods:**
- 4.2.2.1. The American Society for Testing and Materials (ASTM) E1136-**19** standard reference test tyre, in accordance with ASTM Method E1337-~~90~~**19**, at a speed of 40 mph; or
- 4.2.2.2. The k-test method specified in Appendix 2 to Annex 6 of this Regulation; **or**
- 4.2.2.3. **The American Society for Testing and Materials (ASTM) F2493-20 standard reference test tyre, in accordance with ASTM Method E1337-19, at a speed of 40 mph. In this case, PBC of 1.017 is equivalent to 0.9 of paragraph ~~8~~ 4.2.2.”**
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<sup>3</sup> The "nominal" value is understood as being the theoretical target value.