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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****189th session**

Geneva, 7-9 March 2023

Item 4.7.1 of the provisional agenda

**1958 Agreement:****Consideration of draft amendments to existing****UN Regulations submitted by GRVA****Proposal for a Supplement 17 to the original version of  
UN Regulation No. 13-H (Braking of passenger cars)****Submitted by the Working Party on Automated/Autonomous and  
Connected Vehicles\***

The text reproduced below was adopted by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its fourteenth session (see ECE/TRANS/WP.29/GRVA/14, para. 100). It is based on the document (ECE/TRANS/WP.29/GRVA/2022/25), amended by GRVA-14-55/Rev.1. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2023 sessions.

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\* In accordance with the programme of work of the Inland Transport Committee for 2023 as outlined in proposed programme budget for 2023 (A/77/6 (Sect.20), para 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



*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 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 E1337-19, at a speed of 40 mph;
- 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 4.2.2."
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<sup>3</sup> The "nominal" value is understood as being the theoretical target value.