

Proposal for amendments to ECE/TRANS/WP.29/2024/147

Proposal for the new 02 series of amendments to UN Regulation No. 13-H (Braking of passenger cars)

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA) and from the European Association of Automotive Suppliers (CLEPA) with editorial corrections. It is based on the working document ECE/TRANS/WP.29/2024/147 and on the informal document GRVA-20-19. The modifications to the existing text of the Regulations are marked in bold for new or strikethrough for deleted characters.

I. Proposal

- 5.1.4.4.1.1. It shall be possible to evaluate the relationship between the brake demand value(s) and the measured braking force on a roller brake tester. The brake demand value(s) shall be displayed on the vehicle and easily readable from the driver's seat during the roller brake test (e.g., using a menu system, automatic demand, etc.). The vehicle manufacturer shall describe how to display those values and make this information available according to paragraph ~~5.2.4.4.1.~~ **5.1.4.3.1.** above.

Re-number paragraph 5.2.1.7.3. as 5.2.7.2.

Re-number paragraph 5.2.1.16. as 5.2.16.

Re-number paragraph 5.2.1.21.3.4. as 5.2.21.3.4.

New transitional provisions (paragraph 12.), amend to read:

12. Transitional Provisions
- 12.1. General
- 12.1.1. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation.
- 12.1.2. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation.
- 12.2. Transitional provisions for the 01 series of amendments
- Re-number paragraphs 12.1., 12.2., 12.3. and 12.4. as 12.2.1., 12.2.2., 12.2.3. and 12.2.4.*
- 12.3. Transitional provisions for the 02 series of amendments
- 12.3.1. As from the official date of entry into force of the ~~02XX~~ series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the ~~02XX~~ series of amendments.
- 12.3.2. As from the official date of entry into force of the ~~02XX~~ series of amendments, Contracting Parties applying this Regulation shall grant type approvals for a vehicle equipped with an electrical transmission braking system only if the vehicle type to be approved meets the requirements of this Regulation as amended by the ~~02XX~~ series of amendments.
- 12.3.3. As from 1 September 2028, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, for a vehicle type having a braking system equipped with an electronic control system, first issued after 1 September 2028.

- 12.3.4. As from 1 September 2030, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.
- 12.3.5. Notwithstanding paragraph 12.3.4., Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the preceding series of amendments to this Regulation, for the vehicles which are not affected by the changes introduced by the ~~02XX~~ series of amendments.
- 12.3.6. Notwithstanding the transitional provisions above, Contracting Parties whose application of this Regulation comes into force after the date of entry into force of the most recent series of amendments are not obliged to accept type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation/ are only obliged to accept type approval granted in accordance with the ~~02XX~~ series of amendments.

Annex 3,

Renumber paragraph 1.5.1.7.2. as 1.5.1.7.1.

Renumber paragraph 15.2.1. as 1.5.2.1.

Annex 4

Paragraph 1.2.3.4. to be deleted

~~1.2.3.4. — In the case of power driven vehicles to which the coupling of a trailer is authorized and with a pneumatic control line, the supply line shall be stopped and a compressed air reservoir of 0.5 litre capacity shall be connected directly to the coupling head of the pneumatic control line. Before each braking actuation, the pressure in this compressed air reservoir shall be completely eliminated. After eight full* actuations, at the additional (ninth) actuation of the service braking system control, the energy level supplied to the pneumatic control line shall not fall below a level equivalent to one half the figure obtained at the first brake actuation.~~

~~***Footnote reads: **** A full actuation means the actuation of the control in accordance with Annex 4, Part B, paragraph 1.2.3.3. for a duration of 8.0 seconds or for a time T as described in that paragraph.~~

Renumber paragraphs 1.2.3.5., 1.2.3.6. and 1.2.3.7. as 1.2.3.4., 1.2.3.5. and 1.2.3.6.

II. Justification

1. Paragraph 12 for Transitional Provisions

The transitional provisions have been amended to have separate provisions for the 01 and 02 series of amendments.

2. Annex 4 paragraph 1.2.3.4.

This paragraph is a wrong carry-over from UN Regulation No. 13. Paragraph 1.2.3.4. is dealing with O3/ O4 trailers (pneumatic control line) which are out of scope of R13-H and therefore the paragraph must be deleted.