

PROPOSAL FOR AMENDMENTS TO REGULATION No. 13 H  
(Braking)

Transmitted by the experts from Germany and CLEPA

Note: The text reproduced below was prepared by the experts from Germany and CLEPA in order to insert an amendment to the Regulation regarding special requirements for the electric transmission of the parking brake system.

A. PROPOSAL

Paragraph 5.2.19.2., amend to read:

"5.2.19.2. In the case of **an electrical failure in the control** or a break in the wiring within the electric control transmission **between the control and the ECU directly connected with it, and** excluding the energy supply, it shall remain possible to apply the parking braking system from the driver's seat and thereby be capable of holding the laden vehicle stationary on an 8 per cent up or down gradient. Alternatively, in this case, an automatic actuation of the parking brake is allowed when the vehicle is stationary, provided that the above performance is achieved and, once applied, the parking brake remains engaged independently of the status of the ignition (start) switch. In this alternative, the parking brake shall be automatically released as soon as the driver starts to set the vehicle in motion again. The engine/manual transmission or the automatic transmission (park position) may be used to achieve or assist in achieving the above performance."

Paragraph 5.2.19.2.1., amend to read:

"5.2.19.2.1. A break in the wiring within the **electrical** transmission, or an electrical failure in the control of the parking braking system shall be signalled to the driver by the yellow warning signal specified in paragraph 5.2.21.1.2. When caused by a break in the wiring within the electrical control transmission of the parking braking system, this yellow warning signal shall be signalled as soon as soon as the break occurs. In addition, such an **electrical** failure in the control or break in the wiring ....."

B. JUSTIFICATION

This amendment brings ECE Regulation No. 13-H in line with the corresponding amendments to ECE Regulation No. 13 agreed at the 60<sup>th</sup> session of GRRF.

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