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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

CORRIGENDUM 1 TO REGULATION No. 13-H

(Harmonized braking)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its twelfth session, following the recommendation by the Working Party at its one-hundred-and-eighteenth session. It is based on document TRANS/WP.29/1999/24, not amended (TRANS/WP.29/680, para. 123).

Paragraph 5.2.20.3., amend to read (footnote 4/ not modified):

"5.2.20.3. A continuous failure ( $\geq 40$  ms) within the electric control transmission 4/, excluding its energy reserve shall be indicated to the driver by the red or yellow warning signal specified in paragraphs 5.2.21.1.1. and 5.2.21.1.2., respectively, as appropriate. When the prescribed service braking performance can no longer be achieved (red warning signal), failures resulting from a loss of electrical continuity (e.g. breakage, disconnection) shall be signalled to the driver as soon as they occur, and the prescribed secondary braking performance shall be fulfilled by operating the service braking control in accordance with paragraph 2.2. of annex 3 to this Regulation."

Paragraph 5.2.20.5., amend to read:

"5.2.20.5. When the battery voltage falls below a value nominated by the manufacturer at which the prescribed service braking performance can no longer be guaranteed and/or which precludes at least two independent service braking circuits from each achieving the prescribed secondary braking performance, the red warning signal specified in paragraph 5.2.21.1.1. shall be activated. After the warning signal has been activated, it shall be possible to apply the service braking control and obtain at least the secondary performance prescribed in paragraph 2.2. of annex 3 to this Regulation. It should be understood that sufficient energy is available in the energy transmission of the service braking system."

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