

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 14th session of GRVA. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

Proposal

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 nominal³ 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 8.2.2.”**

³ The "nominal" value is understood as being the theoretical target value.