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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

189th session

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Item 4.7.5 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRVA

Proposal for a Supplement 5 of the amendments to UN Regulation No. 140 (Electronic Stability Control Systems)

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. 99). It is based on ECE/TRANS/WP.29/GRVA/2022/25. 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.

* 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.



Paragraph 8.2.2. and subparagraphs 8.2.2.1., 8.2.2.2. and 8.2.2.3., amend to read:

- "2.2. The road test surface has a nominal⁶ peak braking coefficient (PBC) of 0.9, unless otherwise specified, when measured using one of following methods:
 - 8.2.2.1. 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;
 - 8.2.2.2. The k-test method specified in Appendix 2 to Annex 6 of Regulation No. 13-H; or
 - 8.2.2.3. 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."
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