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INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Brakes and Running Gear (GRRF)
(Fifty-second session, 16-18 September 2002,
agenda item 1.1.)

PROPOSAL FOR DRAFT CORRIGENDUM 4 TO REGULATION No. 13-H

(Harmonized braking)

Transmitted by the Expert from the European Association
of Automobile Suppliers (CLEPA)

Note: The text reproduced below was prepared by the expert from CLEPA in order
to correct the text of the Regulation.
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Note: This document is distributed to the Experts on Brakes and Running Gear
only.

A.   PROPOSAL

Paragraph 1.4.3.2., amend to read:

"1.4.3.2.   The maximum practical performance figures shall be measured, and
            the behaviour of the vehicle shall be in accordance with
            paragraph 1.3.2. of this annex. However, if the maximum speed of
            the vehicle is greater that 200 km/h, the test prescribed to be 80
            per cent of the maximum speed, shall not exceed 160 km/h."

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B.   JUSTIFICATION

The high-speed test is not run if the maximum speed of the vehicle is less
than 125 km/h and from the table of paragraph 2.1.1. below, the high speed
test (with the engine connected) is subject to a limit of 160 km/h. Thus only
vehicles with a maximum speed between 125 and 200 km/h are to be tested at
80 per cent of the maximum speed. Those having a speed capability in excess
of 200 km/h are to be tested at 160 km/h and the current wording of
paragraph 1.4.3.2. is misleading.

2.1.1. The service brakes shall be tested under the conditions shown in the
          following table:

(A) Type-0 test with engine disconnected	v	100 km/h
	$s \leq$	$0.1v + 0.0060\ v^2$ (m)
	$d_m \geq$	6.43 m/s^2
(B) Type-0 test with engine connected	v	80% $v_{max} \leq$ 160 km/h
	$s \leq$	$0.1v + 0.0067\ v^2$ (m)
	$d_m \geq$	5.76 m/s^2
	f	6.5 – 50 daN

where:
v=   test speed (km/h)
F =   force applied to foot control daN)
s =   stopping distance (m)
v_{max} =   maximum speed of the vehicle (km/h)
d_m =   mean fully developed deceleration (m/s^2)

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