

PROPOSED AMENDMENTS TO REGULATION N°13

This document clarifies the requirements for the sensing device for brake lining wear out.

A. PROPOSAL:

Paragraph 5.2.1.11.2.1, amend to read:

“5.2.1.11.2.1. ... Alternatively, a sensing device per wheel (twin wheels are considered as a single wheel), which will warn the driver at his driving position when lining replacement is necessary, is acceptable. **In the case of an optical warning, the** ~~The~~ yellow warning signal specified in paragraph 5.2.1.29.1.2. below may be used.”

Paragraph 5.2.2.8.2.1., amend to read:

“5.2.2.8.2.1. ... Alternatively, a trailer mounted display providing information when lining replacement is necessary or a sensing device per wheel (twin wheels are considered as a single wheel), which will warn the driver at his driving position when lining replacement is necessary, is acceptable. **In the case of an optical warning, the** ~~The~~ yellow warning signal specified in paragraph 5.2.1.29.2. above may be used provided that signal complies with the requirements of paragraph 5.2.1.29.6. above.”

B. JUSTIFICATION:

The current text of the requirements for brake lining inspection is the result of the discussions that took place in 2005. The informal group set up at that time was focusing on new requirements to permit the inspection of the brake linings without removal of the wheels and by the use of sensors, which warn the driver at his driving position. The compromise text clarified the inspection and the sensor items but lost clarity about the flexibility concerning the warning signal to the driver.

Hence, the current wording could be interpreted such that only the optical warning signal can be used. This was not the intention of the informal group and the proposal above clarifies the meaning without changing the requirements elsewhere.

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