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Item 4.9.1 of the provisional agenda

**1958 Agreement – Consideration of draft amendments
to existing Regulations submitted by GRRF****Proposal for Supplement 14 to Regulation No. 13-H (Brakes
of M₁ and N₁ vehicles)****Submitted by the Working Party on Brakes and Running Gear***

The text reproduced below was adopted by the Working Party on Brakes and Running Gear (GRRF) at its seventy-second session clarifying the levels of braking performance that are reasonable in the different positions of the ignition key. It is based on ECE/TRANS/WP.29/GRRF/2011/35/Rev.1 as amended by the report (ECE/TRANS/WP.29/GRRF/72, para. 12 and Annex II). It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration.

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Paragraph 5.2.20.1., amend to read:

- "5.2.20.1. With the parking brake released, the service braking system shall be able to fulfil the following requirements:
- (a) With the propulsion system on/off control in the "On" ("Run") position, generate a static total braking force at least equivalent to that required by the Type-0 test for service braking performance as prescribed in paragraph 2.1. of Annex 3 to this Regulation,
 - (b) During the first 60 seconds after the propulsion system on/off control has been deactivated to the "Off" or "Lock" position and/or the ignition key has been removed, three brake applications shall generate a static total braking force at least equivalent to that required by the Type-0 test for service braking performance as prescribed in paragraph 2.1. of Annex 3 to this Regulation, and
 - (c) After the period mentioned above, or as from the fourth brake application within the 60 second period, whichever occurs first, generate a static total braking force at least equivalent to that required by the Type-0 test for secondary braking performance as 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."
