

7 June 2005

AGREEMENT

CONCERNING THE ADOPTION OF UNIFORM TECHNICAL PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS GRANTED ON THE BASIS OF THESE PRESCRIPTIONS */

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 12: Regulation No. 13

Revision 5 - Amendment 2

Supplement 10 to the 09 series of amendments - Date of entry into force: 4 April 2005

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES OF CATEGORIES M, N AND O WITH REGARD TO BRAKING



UNITED NATIONS

*/ Former title of the Agreement:

Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

Paragraph 5.2.2.15.2.1., amend to read (footnote */ remains):

"5.2.2.15.2.1. A failure within the electric control transmission of the trailer that affects the function and performance of systems addressed by this Regulation and failures of energy supply available from the ISO 7638:1997 */ connector shall be indicated to the driver by the separate warning signal specified in paragraph 5.2.1.29.2. via pin 5 of the electrical connector conforming to ISO 7638:1997. */

In addition, trailers equipped with an electric control line, when electrically connected to a towing vehicle with an electric control line, shall provide the failure information for activation of the red warning signal specified in paragraph 5.2.1.29.2.1. above, via the data communication part of the electric control line, when the prescribed service braking performance of the trailer can no longer be ensured."

Paragraph 5.2.2.17., amend to read:

"5.2.2.17. Trailers equipped ... vehicles in paragraphs 5.2.1.29.4., 5.2.1.29.5. and 5.2.1.29.6.

Trailers equipped with an ISO 7638:1997 connector as defined above shall be marked in indelible form to indicate the functionality of the braking system when the ISO 7638:1997 connector is connected and disconnected. This marking is to be positioned so that it is visible when connecting the pneumatic and electrical interface connections."

Insert a new paragraph 5.2.2.17.2., to read:

"5.2.2.17.2. It is permitted to connect the braking system to a power supply in addition to that available from the ISO 7638:1997 connector above. However, when an additional power supply is available the following provisions will apply:

- In all cases the ISO 7638:1997 power supply is the primary power source for the braking system, irrespective of any additional power supply that is connected. The additional supply is intended to provide a backup should a failure of the ISO 7638:1997 power supply occur.
- It shall not have an adverse effect on the operation of the braking system under normal and failed modes.
- In the event of a failure of the ISO 7638:1997 power supply the energy consumed by the braking system shall not result in the maximum available power from the additional supply being exceeded.
- The trailer shall not have any marking or label to indicate that the trailer is equipped with an additional power supply.

- A failure warning device is not permitted on the trailer for the purposes of providing a warning in the event of a failure within the trailer braking system when the braking system is powered from the additional supply.
- When an additional power supply is available it shall be possible to verify the operation of the braking system from this power source.
- Should a failure exist within the electrical supply of energy from the ISO7638:1997 connector the requirements of paragraphs 5.2.2.15.2.1. and paragraph 4.1. of Annex 13 with respect to failure warning shall apply irrespective of the operation of the braking system from the additional power supply."
