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Reference: C.N.363.1999.TREATIES-3 (Depositary Notification)

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. GENEVA, 20 MARCH
1958

REGULATION NO. 90. UNIFORM PROVISIONS CONCERNING THE
APPROVAL OF REPLACEMENT BRAKE LINING ASSEMBLIES FOR
POWER-DRIVEN VEHICLES AND THEIR TRAILERS

1 NOVEMBER 1992

PROPOSAL OF AMENDMENTS

The Secretary-General of the United Nations, acting in his capacity as depositary, communicates the following:

On 23 March 1999, the Secretary-General received from the Administrative Committee of the above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to Regulation No. 90.

A copy, in the English and French languages, of the document containing the text of the proposed amendments is transmitted herewith (supplement 3 to the 01 series) (TRANS/WP.29/659).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement which read as follows:

“2. An amendment to a Regulation will be considered to be adopted unless, within a period of six months from its notification by the Secretary-General, more than one-third of the Contracting Parties applying the Regulation at the time of notification have informed the Secretary-General of their disagreement with the amendment. If, after this period, the Secretary-General has not received declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation, the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the unamended Regulation will be regarded as an alternative to the amended Regulation and will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force. In this case the obligations of the Contracting Parties applying the Regulation shall be the same as set out in paragraph 1.

3. Should a new Contracting Party accede to this Agreement between the time of the notification of the amendment to a Regulation by the Secretary-General and its entry into force, the Regulation in question shall not enter into force for that Contracting Party until two months after it has formally accepted the amendment or two months after the lapse of a period of six months since the

communication to that Party by the Secretary-General of the proposed amendment.”

13 May 1999

A handwritten signature in black ink, appearing to be the initials 'AV' or similar, located below the date.



**Economic and Social
Council**

Distr.

GENERAL

TRANS/WP.29/659
16 February 1999

ENGLISH

Original: ENGLISH and
FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

DRAFT SUPPLEMENT 3 TO THE 01 SERIES OF AMENDMENTS
TO REGULATION No. 90
(Replacement brake linings)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its tenth session, following the recommendation by the Working Party at its one-hundred-and-sixteenth session. It is based on document TRANS/WP.29/1998/35, not amended (TRANS/WP.29/640, para. 149).

GE.99-20604

Annex 6, paragraph 2.1.3., amend to read:

"2.1.3. The achieved hot performance at the same input torque of the replacement brake lining assembly or the replacement drum brake lining in the Type-I test or in the Type-III test (whichever is applicable) must be:

- (a) equal to or higher than the hot performance of the original brake lining assembly or the original drum brake lining, or
- (b) at least 90 per cent of the cold performance of the replacement brake lining assembly or the replacement drum brake lining.

The corresponding stroke of the actuator must not be ≥ 110 per cent of the value achieved with the original brake lining assembly or the original drum brake lining and must not exceed the value s_p , as defined in annex 11, appendix 2, paragraph 2 of Regulation No. 13. In the case where the original brake lining assembly or drum brake lining has been tested against the Type-II test requirements, the minimum requirements of Regulation No. 13, annex 4, paragraph 1.7.2. (Type-III test) are applicable for the replacement brake lining assembly or drum brake lining."
