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REFERENCE: C.N.223.1997.TREATIES-40 (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
DONE AT GENEVA ON 20 MARCH 1958

MODIFICATIONS TO REGULATION NO. 13 ANNEXED TO THE AGREEMENT

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

At its fifth session, the Administrative Committee of the above
Agreement adopted certain drafting modifications to the English and
French texts of Regulation No. 13.

..... Herewith is a copy of the corresponding procès-verbal, together
with the text of the modifications concerned.

23 June 1997

SJ

Attention: Treaty Services of Ministries of Foreign Affairs and of
international organizations concerned



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
DONE AT GENEVA ON 20 MARCH 1958

PROCES-VERBAL CONCERNING CERTAIN
MODIFICATIONS TO REGULATION NO. 13
ANNEXED TO THE AGREEMENT

THE SECRETARY-GENERAL OF THE UNITED
NATIONS, acting in his capacity as
depository of the Agreement concerning
the Adoption of Uniform Technical
Prescriptions for Wheeled Vehicles,
Equipment and Parts which can be Fitted
and/or used on Wheeled Vehicles and the
Conditions for Reciprocal Recognition of
Approvals Granted on the Basis of these
Prescriptions, done at Geneva on
20 March 1958,

WHEREAS the Administrative Committee
of the above Agreement at its fifth
session, adopted certain drafting
modifications to Regulation No. 13
("Uniform provisions concerning the
approval of vehicles of categories M, N
and O with regard to braking")
(TRANS/WP.29/539),

HAS CAUSED the said modifications,
listed in the annex to this Procès-
verbal, to be effected in the English
and French texts of Regulation No. 13.

IN WITNESS WHEREOF, I, Hans Corell,
Under-Secretary-General, the Legal
Counsel, have signed this Procès-verbal.

Done at the Headquarters of the United
Nations, New York, on 18 June 1997.

ACCORD CONCERNANT L'ADOPTION DE
PRESCRIPTIONS TECHNIQUES UNIFORMES
APPLICABLES AUX VEHICULES A ROUES, AUX
EQUIPEMENTS ET AUX PIECES SUSCEPTIBLES
D'ETRE MONTES OU UTILISES SUR UN
VEHICULE A ROUES ET LES CONDITIONS DE
RECONNAISSANCE RECIPROQUE DES
HOMOLOGATIONS DELIVREES CONFORMEMENT A
CES PRESCRIPTIONS
FAIT A GENEVE LE 20 MARS 1958

PROCES-VERBAL RELATIF A CERTAINES
MODIFICATIONS AU REGLEMENT NO 13
ANNEXE A L'ACCORD

LE SECRETAIRE GENERAL DE
L'ORGANISATION DES NATIONS UNIES,
agissant en sa qualité de dépositaire
de l'Accord concernant l'adoption
de prescriptions techniques
applicables aux véhicules à roues, aux
équipements et aux pièces susceptibles
d'être montés ou utilisés sur un
véhicule à roues et les conditions de
reconnaissance réciproque des
homologations délivrées conformément à
ces prescriptions, fait à Genève le
20 mars 1958,

ATTENDU que le Comité administratif
lors de sa cinquième session a adopté
certaines modifications rédaction-
nelles au Règlement No 13
("Prescriptions uniformes relatives à
l'homologation des véhicules des
catégories M, N et O en ce qui
concerne le freinage")
(TRANS/WP.29/539),

A FAIT PROCEDER auxdites
modifications, dont le texte figure en
annexe au présent procès-verbal, dans
les textes anglais et français du
Règlement No 13.

EN FOI DE QUOI, Nous, Hans Corell,
Secrétaire général adjoint, Conseiller
juridique, avons signé le présent
procès-verbal.

Fait au Siège de l'Organisation des
Nations Unies, à New York,
le 18 juin 1997.

Hans Corell

Annex 4, paragraph 1.7.1., correct to read:

"....

braking applications:

In these tests, the force applied to the control must be so adjusted as to attain the mean fully developed deceleration of 3 m/s^2 in respect to the trailer mass P_R at the first brake application; this force must remain constant throughout the succeeding brake applications.

The braking rate of"

Annexe 4, paragraphe 1.7.1., modifier comme suit :

"....

Force de freinage :

Dans ces essais, la force exercée sur la commande doit être réglée de manière telle à atteindre la décélération moyenne en régime de 3 m/s^2 en ce qui concerne la masse P_R de la remorque au premier coup de frein; cette force doit rester constante lors des coups de frein ultérieures.

Le taux de freinage d'une"