Reference: C.N.708.1999.TREATIES-1 (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

MODIFICATIONS TO REGULATION NO. 13-H. UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PASSENGER CARS WITH REGARD TO BRAKING

GENEVA, 2 AUGUST 1999

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

At its twelfth session, the Administrative Committee of the above Agreement adopted certain drafting modifications to the authentic English and French texts of Regulation No. 13-H. Attached is a copy of the corresponding procès-verbal, together with the text of the modifications concerned (doc. TRANS/WP.29/682).

6 August 1999

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-H ANNEXED TO THE AGREEMENT

THE SECRETARY-GENERAL OF THE UNITED NATIONS, acting in his capacity as depositary 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 twelfth session, adopted certain drafting modifications to Regulation No. 13-H ("Uniform provisions concerning the approval of passenger cars with regard to braking") (TRANS/WP.29/682),

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

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

Done at the Headquarters of the United Nations, New York, on 16 August 1999.

Hans Corell
Paragraph 5.2.20.3., amend to read (footnote 4/ not modified):

"5.2.20.3. A continuous failure (≥ 40 ms) within the electric control transmission 4/., excluding its energy reserve shall be indicated to the driver by the red or yellow warning signal specified in paragraphs 5.2.21.1.1. and 5.2.21.1.2., respectively, as appropriate. When the prescribed service braking performance can no longer be achieved (red warning signal), failures resulting from a loss of electrical continuity (e.g. breakage, disconnection) shall be signalled to the driver as soon as they occur, and the prescribed secondary braking performance shall be fulfilled by operating the service braking control in accordance with paragraph 2.2. of annex 3 to this Regulation."

Paragraph 5.2.20.5., amend to read:

"5.2.20.5. When the battery voltage falls below a value nominated by the manufacturer at which the prescribed service braking performance can no longer be guaranteed and/or which precludes at least two independent service braking circuits from each achieving the prescribed secondary braking performance, the red warning signal specified in paragraph 5.2.21.1.1. shall be activated. After the warning signal has been activated, it shall be possible to apply the service braking control and obtain at least the secondary performance 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."