

19 October 2023

Agreement

Concerning the Adoption of Harmonized Technical United Nations Regulations 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 United Nations Regulations*

(Revision 3, including the amendments which entered into force on 14 September 2017)

Addendum 12-H – UN Regulation No. 13-H

Revision 3 - Amendment 4

Supplement 18 to the original version of the Regulation – Date of entry into force: 24 September 2023

Uniform provisions concerning the approval of passenger cars with regard to braking

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2023/9 (as amended by paragraph 90 of the report ECE/TRANS/WP.29/1171).



UNITED NATIONS

* Former titles 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 (original version); 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 5 October 1995 (Revision 2).



Annex 9, Part A,

Paragraph 4.2.2. and subparagraphs 4.2.2.1., 4.2.2.2. and 4.2.2.3., amend to read:

- "4.2.2. The road test surface has a nominal¹ peak braking coefficient (PBC) of 0.9, unless otherwise specified, when measured using one of following methods:
- 4.2.2.1. The American Society for Testing and Materials (ASTM) E1136-19 standard reference test tyre, in accordance with ASTM Method E1337-19, at a speed of 40 mph;
- 4.2.2.2. The k-test method specified in Appendix 2 to Annex 6 of this Regulation; or
- 4.2.2.3. The American Society for Testing and Materials (ASTM) F2493-20 standard reference test tyre, in accordance with ASTM Method E1337-19, at a speed of 40 mph. In this case, PBC of 1.017 is equivalent to 0.9 of paragraph 4.2.2."
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¹ The "nominal" value is understood as being the theoretical target value.