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Item 4.2.57. of the provisional agenda

PROPOSAL FOR SUPPLEMENT 4 TO REGULATION No. 13-H
(Braking)

Submitted by the Working Party on Brakes and Running Gear (GRRF) *

Note: The text reproduced below was adopted by GRRF at its sixtieth session (ECE/TRANS/WP.29/GRRF/60, para. 10) and is submitted for consideration to WP.29 and AC.1. It is based on the text of ECE/TRANS/WP.29/GRRF/2006/29, as amended by paragraph 10 of the report. The modifications proposed in this document are similar to the amendments to Regulation No. 13 (see ECE/TRANS/WP.29/2006/44).

* The UNECE Transport Division has submitted the present document after the official documentation deadline due to its late adoption by GRRF.

Insert new paragraphs 2.21. and 2.22., to read:

"2.21. "Braking signal": logic signal indicating brake activation as specified in paragraph 5.2.22.

2.22. "Emergency braking signal": logic signal indicating emergency braking as specified in paragraph 5.2.23."

Paragraph 5.2.22., amend to read:

"5.2.22. Generation of a braking signal to illuminate stop lamps."

Insert new paragraphs 5.2.23. to 5.2.23.2.(b), to read:

"5.2.23. When a vehicle is equipped with the means to indicate emergency braking, activation and de-activation of the emergency braking signal shall meet the specifications below:

5.2.23.1. The signal shall be activated by the application of the service braking system at a deceleration of or above 6 m/s^2;

The signal shall be de-activated at the latest when the deceleration has fallen below 2.5 m/s^2.

5.2.23.2. The following conditions may also be used:

(a) by the application of the service braking system in such a manner that it would produce, in an unladen condition and engine disconnected, under the test conditions of Type-0 as described in Annex 3, a deceleration of or above 6 m/s^2;

The signal shall be de-activated at the latest when the deceleration has fallen below 2.5 m/s^2.

or

(b) The signal may be activated when the service braking system is applied at a speed above 50 km/h and the antilock system is fully cycling (as defined in paragraph 2. of Annex 6).

The signal shall be deactivated when the antilock system is no longer fully cycling."

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