

**PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 13-H**

Note: The text reproduced below was prepared by the expert from OICA on behalf of the joint GRE/GRRF expert group on emergency stop signal (ESS) in order to insert into Regulation No. 13-H new provisions for emergency braking. It is based on document TRANS/WP.29/GRRF/2006/2. The modifications to the current text of the Regulation are marked in **bold** characters.

**A. PROPOSAL**

Insert new paragraphs 2.22. and 2.23., to read:

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

2.23. **Emergency braking logic 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 5.2.1.23.2.(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 or above 6 m/s<sup>2</sup>.  
The signal shall be de-activated at the latest when the deceleration has fallen below 2.5 m/s<sup>2</sup>.**

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 at or above 6 m/s<sup>2</sup>.  
The signal shall be de-activated at the latest when the deceleration has fallen below 2.5 m/s<sup>2</sup>.**

**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."**

**B. JUSTIFICATION**

This proposal aims to copy into Regulation No. 13-H the equivalent amendments of Regulation-No. 13 for Emergency Stop Signal as agreed at 59<sup>th</sup> GRRF session, but limited to the provisions applicable to those vehicles that are mentioned in the scope of Regulation No. 13-H.

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