

PROPOSED AMENDMENTS TO REGULATION N°13

A. PROPOSAL:

Paragraph 5.2.1.31, amend to read:

“5.2.1.31. 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~~ **may only be generated by the application of the service braking system when the following conditions are fulfilled:**

5.2.1.31.1. ~~The signal shall be activated by the application of the service braking system as follows~~ **The signal shall not be activated when the vehicle deceleration is below the values defined in the following table but it may be generated at any deceleration at or above those values, the actual value being defined by the vehicle manufacturer:**

	The signal shall not be activated below
N ₁	6 m/s ²
M ₂ , M ₃ , N ₂ and N ₃	4 m/s ²

The signal shall be de-activated for all vehicles at the latest when the deceleration has fallen below 2.5 m/s².

5.2.1.31.2. The following conditions may also be used:

- (a) ~~The signal may be activated 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 4, a deceleration as follows:~~

The signal may be generated from a prediction of the vehicle deceleration resulting from the braking demand respecting the activation and de-activation thresholds defined in paragraph 5.2.1.31.1 above.

	Shall not be activated below
N ₁	6 m/s²
M ₂ , M ₃ , N ₂ and N ₃	4 m/s²

~~The signal shall be de-activated for all vehicles at the latest when the deceleration has fallen below 2.5 m/s².~~

Or

- (b) The signal may be activated ~~when the service braking system is applied~~ at a speed above 50 km/h **and when** the antilock system is fully cycling (as defined in paragraph 2 of Annex 13).

The signal shall be de-activated when the antilock system is no longer fully cycling.”

B. JUSTIFICATION:

The original intention of the proposal by the informal working group on Emergency Stop Signal (ESS) was to assure that the ESS would not activate at decelerations below 6 m/s^2 . However, the current wording of the text in UNECE Regulation No. 13 could lead to misinterpretation. It could be understood that the ESS must be activated as from a deceleration value of 6 m/s^2 .

This was not the intention of the informal working group. The experts were well aware at that time that there was no safety issue with those provisions. Defining a precise value would indeed imply to define tolerances and an accurate test method. In addition, optional equipment naturally implies a discrepancy in the fleet as the vehicles not equipped with such a system will not activate a (non-existing) signal, while the equipped vehicles will.
