



Informal document N° 10
(53rd GRRF, 3-7 February 2003
agenda item 1.4)

**OICA PROPOSAL FOR AMENDMENTS TO UN/ECE R13 REGARDING
THE ILLUMINATION OF THE STOP LAMPS BASED ON
DOCUMENT TRANS/WP29/GRRF/2003/7**

Insert new paragraphs 5.2.1.30. to 5.2.1.30.5. **5.2.1.30.6.**, to read:

5.2.1.30. ~~Activation~~ **illumination** of Stop Lamps

5.2.1.30.1. ~~Operation~~ **Activation** of the ~~service brake control~~ **service braking system by the driver** must ~~activate~~ illuminate the stop lamps.

~~5.2.1.30.1.1. Operation of the secondary brake control must activate the stop lamps. Where the vehicle is equipped with a dual circuit service braking system activation of the stop lamps must still be achieved in the event of a failure in one of the circuits~~

Justification: This is a failure mode.

Secondary brake may also be the parking brake therefore stop lamps would be illuminated whenever the vehicle is parked and the ignition is on. This would also result in different conditions when the stop lamps illuminate.

5.2.1.30.2. In the case of motor vehicles equipped with an endurance braking system, operation of the control ~~must~~ **may** activate the stop lamps.

5.2.1.30.3. ~~Where a vehicle is equipped with a device that actuates the braking system or brakes on certain axles for the purpose of generating vehicle retardation, with or without a direct action from the driver, the stop lamps must activate. (Automatically Commanded Braking).~~
Activation of the service braking system by “automatically commanded braking” shall illuminate the stop lamps.

5.2.1.30.4. ~~Where a vehicle is equipped with a device, which actuates individual brakes, and retardation is secondary to vehicle behaviour, the stop lamps must not activate. (Selective Braking)~~ **During “selective braking” the stop lamps may be illuminated.**

5.2.1.30.5. In the case of motor vehicles equipped with an electric control line the stop lamps shall be illuminated from the motor vehicle when a message “~~activate illuminate~~ stop lamps” is received via the electric control line from the trailer. */

*/ This requirement shall not apply until the ISO11992 Standard has been amended to include a message “~~activate illuminate~~ stop lamps” **and introduced into this Regulation.**

5.2.1.30.6. Electric regenerative braking systems which commence generating a retarding force upon release of the throttle pedal, shall not illuminate the stop lamps.

Insert new paragraphs 5.2.2.21. to 5.2.2.21.2., to read:

5.2.2.21. Illumination of Stop Lamps

5.2.2.21.1. In the case of trailers equipped with an electric control line ~~and a device that actuates the braking system or the brakes on certain axles of the trailer for the primary purpose of generating vehicle retardation, with or without the direct action of the driver (Automatically Commanded Braking),~~ the message “~~activate illuminate~~ stop lamps” shall be transmitted **by the trailer** via the electric control line **when the trailer braking system is activated during “automatically commended braking” initiated by the trailer.**/**

/ This requirement shall not apply until the ISO11992 Standard has been amended to include a message “~~activate illuminate~~ stop lamps” **and introduced into this Regulation.

5.2.2.21.2. In the case of trailers equipped with an electric control line ~~and a device, which actuates individual brakes, where retardation is secondary to vehicle behaviour (Selective Braking),~~ the stop lamps must not activate, **the message “illuminate stop lamps” may be transmitted by the trailer via the electric control during “selective braking” initiated by the trailer.**/**
