



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.29/GRRF/2004/7
21 November 2003

ENGLISH
Original: ENGLISH
ENGLISH AND FRENCH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Brakes and Running Gear (GRRF)
(Fifty-fifth session, 3-6 February 2004,
agenda item 1.3.)

PROPOSAL FOR DRAFT AMENDMENT TO
REGULATION No. 13-H

(Braking)

Transmitted by the experts from the United Kingdom, International Organization of Motor Vehicle Manufacturers (OICA) and European Association of Automobile Suppliers (CLEPA)

Note: The text reproduced below was prepared by the experts from the United Kingdom, OICA and CLEPA. It is a proposal to introduce a standardized protocol for the activation of stop lamps following the decision of GRRF taken at its fifty-fourth session (TRANS/WP.29/GRRF/54, paras. 15-17).

Note: This document is distributed to the Experts on Brakes and Running Gear only.

A. PROPOSAL

Insert new paragraphs 5.2.22. to 5.2.22.4., to read:

- "5.2.22. Generation of a signal to illuminate stop lamps.
- 5.2.22.1. Activation of the service braking system by the driver shall generate a signal that will be used to illuminate the stop lamps.
- 5.2.22.2. Activation of the service braking system by "automatically commanded braking" shall generate the signal mentioned above. However, when the retardation generated is less than 0.7 m/s^2 at a vehicle speed greater than 50 km/h the signal may be suppressed. */
- 5.2.22.3. Activation of part of the service braking system by "selective braking" shall not generate the signal mentioned above. **/
- 5.2.22.4. Electric regenerative braking systems which, produce a retarding force upon release of the throttle pedal, shall not generate a signal mentioned above".

*/ At the time of Type Approval compliance with this requirement shall be confirmed by the vehicle manufacturer.

**/ During a "selective braking" event, the function may change to "automatically commanded braking".

B. JUSTIFICATION

The purpose of this amendment is to produce a standard protocol for the illumination of the stop lamps. It will ensure that all vehicles manufactured operate in a consistent manner thereby reducing confusion, which could devalue the purpose of the stop lamp signal for the following motorists.

Performance criteria has been established for low levels of deceleration generated by automatically commanded braking (ACB) systems below which the signal may be suppressed. At deceleration rates less than 0.7 m/s^2 at speeds below 50 km/h the illumination of the stop lamps is required because the following driver, due to the reduced gap between vehicles, needs as much notice as possible that the vehicle in front is decelerating. At the time of type approval, the vehicle manufacturer will be required to confirm that the system complies.

This amendment is not intended to introduce a requirement for advanced warning systems, these systems will have to be addressed once the fundamental principles for stop lamp illumination have been introduced.
