



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.29/GRRF/2006/31
10 July 2006

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)

Sixtieth session

Geneva, 18–22 September 2006

Item 1.1.6. of the provisional agenda

**PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 13
(Braking)**

Submitted by the expert from the International Organization
of Motor Vehicle Manufacturers (OICA)

Note: The text reproduced below was prepared by the expert from OICA in order to harmonize the rules for activation of the stop lights at speeds under and above 50 km/h. The modifications to the current text of the Regulation are marked as strikethrough.

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

GE.06-

A. PROPOSAL

Paragraph 5.2.1.30.3., amend to read:

"5.2.1.30.3. 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."

Paragraph 5.2.2.21.1., amend to read:

"5.2.2.21.1. In the case of trailers equipped with an electric control line the message "illuminate stop lamps" shall be transmitted by the trailer via the electric control line when the trailer braking system is activated during "automatically commanded braking" initiated by the trailer. 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."

B. JUSTIFICATION

Today, comfort functions as cruise control with braking or adaptive cruise control, which use automatically commanded braking have an increasing market penetration. Small decelerations under 0.7 m/s^2 that, in former times, had been manually commanded by a release of the throttle pedal are now achieved by automatically commanded service braking.

The limit of 0.7 m/s^2 is already mentioned in the actual braking regulations but only for speeds greater than 50 km/h. For the latest adaptive cruise control functions which may brake the vehicle until a complete stop, there is no necessity for a differentiation under and above 50 km/h.

In the current text of the Regulation, for speeds under 50 km/h there is no lower deceleration threshold given. As a consequence, even for very low decelerations, e.g. 0.1 m/s^2 achieved by automatically commanded braking, the vehicle has to illuminate the stop lamps whereas distinctly higher decelerations, e.g. 1.0 m/s^2 provoked by engine brake, shall not activate the stop lamps.
