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(One-hundred-and-thirty-third session, 22-25 June 2004,
agenda item 4.2.4.)

PROPOSAL FOR DRAFT SUPPLEMENT 3 TO REGULATION No. 13-H

(Harmonized braking)

Transmitted by the Working Party on Brakes and Running Gear (GRRF)

Note: The text reproduced below was adopted by GRRF at its fifty-fifth session and is transmitted for consideration to WP.29 and to AC.1. It is based on document TRANS/WP.29/GRRF/2004/7, not amended (TRANS/WP.29/GRRF/55, para. 11).

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Insert new paragraphs 5.2.22. to 5.2.22.4. and the corresponding footnotes, 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".
