

REGULATIONS Nos. 13 AND 13-H (Braking)
Emergency Stop Signal

INDIA'S COMMENTS ON PROPOSED AMENDMENTS TO REGULATIONS Nos. 13 and 13-H
by ECE/TRANS/WP.29/GRRF/2008/17 of OICA

India suggests the following proposal for better clarity:

Proposal for draft amendments to Regulation No. 13-H

A. PROPOSAL

Paragraph 5.2.23.1., amend to read:

"5.2.23.1. The signal shall not be activated below 6m/s^2 by the application of the service brake system for vehicles of M_1 and N_1 categories.

The signal shall be"

OR

"5.2.23.1. The signal shall be activated by the application of the service braking system ~~at a deceleration of or above 6 m/s^2~~ ; **as follows:**

	Shall be activated at or above
M_1, N_1	6 m/s^2

The signal shall be"

OR

"5.2.23.1. The signal **shall be activated on or above 6m/s^2** by the application of the service brake system for vehicles of M_1 and N_1 categories.

The signal shall be"

Paragraph 5.2.23.2., amend to read:

"5.2.23.2. The following conditions may also be used:

- (a) The signal **shall not be activated below 6m/s^2** 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 3, for M_1 & N_1 Category.

The signal shall be"

OR

- "5.2.23.2. The following conditions may also be used:
- (b) 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 3, a deceleration of ~~or above 6 m/s²~~; **as follows:**

	Shall be activated at or above
M₁, N₁	6 m/s²

OR

- 5.2.23.1. The signal **shall be activated at or above 6 m/s²** deceleration by the application of the service brake System for vehicles of M₁ and N₁ category 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 3.

B. JUSTIFICATION

India proposes to have a better clarity to the OICA proposal for aligning the Emergency Stop Signal (ESS) requirements with those of Regulation No. 13.
