



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.29/2010/4
18 December 2009

ENGLISH
Original: ENGLISH AND FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

One-hundred-and-fiftieth session
Geneva, 9-12 March 2010
Item 4.2.10 of the provisional agenda

1958 AGREEMENT

Consideration of draft amendments to existing Regulations

Proposal for Supplement 10 to Regulation No. 13-H
(Brakes of M₁ and N₁ vehicles)

Submitted by the Working Party on Brakes and Running Gear */

The text reproduced below was adopted by the Working Party on Brakes and Running Gear at its sixty-sixth session to update Regulation No. 13-H with regard to emergency stop signal and the reference to ISO 9128. It is based on ECE/TRANS/WP.29/GRRF/2009/8, not amended, and ECE/TRANS/WP.29/GRRF/2009/20 as amended by paragraph 6 of the report (ECE/TRANS/WP.29/GRRF/66, paras. 6 and 12). It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

Paragraph 5.2.1.13., the reference to "ISO 9128:1987", amend to read "ISO 9128:2006"

Paragraphs 5.2.23. to 5.2.23.2., amend to read:

"5.2.23. When a vehicle is equipped with the means to indicate emergency braking, activation and de-activation of the emergency braking signal shall only be generated by the application of the service braking system when the following conditions are fulfilled:
6/

5.2.23.1. The signal shall not be activated when the vehicle deceleration is below 6 m/s² but it may be generated at any deceleration at or above this value, the actual value being defined by the vehicle manufacturer.
The signal shall be de-activated at the latest when the deceleration has fallen below 2.5 m/s².

5.2.23.2. The following conditions may also be used:

(a) The signal may be generated from a prediction of the vehicle deceleration resulting from the braking demand respecting the activation and de-activation thresholds defined in paragraph 5.2.23.1 above.

or

(b) The signal may be activated at a speed above 50 km/h when the antilock system is fully cycling (as defined in paragraph 2 of Annex 6).

The signal shall be deactivated when the antilock system is no longer fully cycling."
