PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 13-H
(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 on behalf of the joint GRE/GRRF expert group on emergency stop signal (ESS) in order to insert into Regulation No. 13-H new provisions for emergency braking. It is mainly based on document ECE/TRANS/WP.29/GRRF/2006/2. The modifications to the current text of the Regulation are marked in bold characters.
A. PROPOSAL

Insert new paragraphs 2.21. and 2.22., to read:

"2.21. "Braking signal": logic signal indicating brake activation as specified in paragraph 5.2.22.

2.22. "Emergency braking signal": logic signal indicating emergency braking as specified in paragraph 5.2.23."

Paragraph 5.2.22., amend to read:

"5.2.22. Generation of a braking signal to illuminate stop lamps."

Insert new paragraphs 5.2.23. to 5.2.23.2.(b), 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 meet the specifications below:

5.2.23.1. The signal shall be activated by the application of the service braking system at or above 6 m/s²;

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) 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;

The signal shall be de-activated at the latest when the deceleration has fallen below 2.5 m/s².

or

(b) The signal may be activated when the service braking system is applied at a speed above 50 km/h and 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."
B. JUSTIFICATION

This proposal aims to align the provisions of Regulation No. 13-H with the corresponding amendments to Regulation No. 13 with regard to the emergency stop signal (ESS). These amendments were adopted at the fifty-ninth GRRF session (ECE/TRANS/WP.29/2006/44), but limited to the provisions applicable to those vehicles that are mentioned in the scope of Regulation No. 13.