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Working Party on Brakes and Running Gear (GRRF)

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Geneva, 18–22 September 2006

Item 1.1.6. of the provisional agenda

**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.

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

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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/s<sup>2</sup>;**

**The signal shall be de-activated at the latest when the deceleration has fallen below 2.5 m/s<sup>2</sup>.**

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/s<sup>2</sup>;**

**The signal shall be de-activated at the latest when the deceleration has fallen below 2.5 m/s<sup>2</sup>.**

**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.

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