IN 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/s² by the application of the service brake system for vehicles of M₁ and N₁ 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/s², as follows:

<table>
<thead>
<tr>
<th>M₁, N₁</th>
<th>Shall be activated at or above</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6 m/s²</td>
</tr>
</tbody>
</table>

The signal shall be ……"

**OR**

"5.2.23.1. The signal **shall be activated on or above** 6m/s² by the application of the service brake system for vehicles of M₁ and N₁ 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/s² 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 M₁ & N₁ 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/s$^2$; as follows:

<table>
<thead>
<tr>
<th></th>
<th>Shall be activated at or above</th>
</tr>
</thead>
<tbody>
<tr>
<td>$M_1, N_1$</td>
<td>6 m/s$^2$</td>
</tr>
</tbody>
</table>

OR

5.2.23.1. The signal **shall be activated at or above 6 m/s$^2$** deceleration by the application of the service brake System for vehicles of $M_1$ and $N_1$ 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.