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.

GE.09-
Paragraph 5.2.13., 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:

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."