

Emergency Stopping Signal

80th GRRF session

Submitted by the experts from IMMA

Informal document **GRRF-80-33**
80th GRRF, 15-18 September 2015,
Agenda item 13(c)

ESS proposal

- IMMA is preparing a proposal for amendment of UN UN Regulation No. 78 and GTR No. 3:
- Objective is to allow optional fitment of ESS
 - Automatic activation of vehicle-hazard warning signal and indication of an emergency braking will increase road safety.
 - The emergency braking signal is already available on the market for motor vehicles. The option should also be possible on two and three-wheeled vehicles.
- Timing: Formal document for 81st GRRF session

ESS proposal

- The optional fitment of ESS is already allowed for categories L2, L5, L6 and L7 in the new EU type approval Regulation No 168/2013 for category L on condition that the conditions and/or decelerations for system activation and deactivation are as prescribed for vehicles of category M1 (see EC delegated Regulation No 3/2014 Annex IX for details).
- EU Member States recently authorised EU approval of category L3 vehicles fitted with ESS, anticipating UNECE amendments in due course.

ESS proposal

- The IMMA proposal for GRRF 81 will be based on the existing provisions for ESS in UN R13H (and UN R48).
- IMMA has already submitted a formal proposal for GRE amending UN Regulation No. 53: ECE-TRANS-WP29-GRE-2015-40e