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**ECONOMIC COMMISSION FOR EUROPE**

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World Forum for Harmonization of Vehicle Regulations (WP.29)

(One-hundred-and-thirty-third session, 22-25 June 2004,  
agenda item 4.2.2.)

PROPOSAL FOR DRAFT SUPPLEMENT 10 TO THE 09 SERIES OF AMENDMENTS  
TO REGULATION No. 13

(Braking)

Transmitted by the Working Party on Brakes and Running Gear (GRRF)

Note: The text reproduced below was adopted by GRRF at its fifty-fifth session and is transmitted for consideration to WP.29 and to AC.1. It is based on the text of informal document No. GRRF-55-2, as amended in TRANS/WP.29/GRRF/55, para. 12 and annex 2.

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<http://www.unece.org/trans/main/welcwp29.htm>

Insert new paragraphs 5.2.1.30. to 5.2.1.30.6., with the corresponding footnotes, to read:

- "5.2.1.30. Generation of a signal to illuminate stop lamps.
- 5.2.1.30.1. Activation of the service braking system by the driver shall generate a signal that will be used to illuminate the stop lamps.
- 5.2.1.30.2. Signal generation applicable to Endurance Braking systems \*/
- 5.2.1.30.2.1. It is permitted to generate the signal in conjunction with the operation of an endurance braking system but except when the retardation is generated by the engine braking alone.
- 5.2.1.30.2.2. A signal shall be generated by the operation of an endurance braking system which has sufficient power to produce a vehicle deceleration of  $\geq 2.2 \text{ m/sec}^2$  under the following conditions:
- a) at an initial speed of 80km/h,
  - b) in a gear which is normally used for running at this speed,
  - c) with the vehicle at its unladen weight.
- 5.2.1.30.2.3. It is permissible to suppress this signal where an endurance braking system is operated so that it does not achieve the above performance due to being at a lower power level or due to the vehicle load condition being higher than that stated above.
- 5.2.1.30.2.4. Where an endurance braking system comes into operation on the release of the accelerator pedal, action shall be taken to prevent intermittent generation of the signal for example, during gear changes.
- 5.2.1.30.3. Activation of the service braking system by "automatically commanded braking" shall generate the signal mentioned above. However, when the retardation generated is less than  $0.7 \text{ m/s}^2$  at a vehicle speed greater than 50 km/h the signal may be suppressed. \*/
- 5.2.1.30.4. Activation of part of the service braking system by "selective braking" shall not generate the signal mentioned above. \*\*/
- 5.2.1.30.5. In the case of vehicles equipped with an electric control line the signal shall be generated by the motor vehicle when a message "illuminate stop lamps" is received via the electric control line from the trailer. \*\*\*/
- 5.2.1.30.6. Electric regenerative braking systems, which produce a retarding force upon release of the throttle pedal, shall not generate a signal mentioned above.

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\*/ At the time of type approval, compliance with this requirement shall be confirmed by the vehicle manufacturer.

\*\*/ During a "selective braking" event, the function may change to "automatically commanded braking".

\*\*\*/ This requirement shall not apply until the ISO 11992 Standard has been amended to include a message "illuminate stop lamps".

Insert new paragraphs 5.2.2.21. to 5.2.2.21.2., with the corresponding footnotes, to read:

"5.2.2.21. Activation of the service braking system.

5.2.2.21.1. In the case of trailers equipped with an electric control line the message "illuminate stop lamps" shall be transmitted by the trailer via the electric control line when the trailer braking system is activated during "automatically commanded braking" initiated by the trailer. However, when the retardation generated is less than  $0.7 \text{ m/s}^2$  at a vehicle speed greater than 50 km/h the signal may be suppressed. \*\*/ \*\*\*\*/

5.2.2.21.2. In the case of trailers equipped with an electric control line the message "illuminate stop lamps" shall not be transmitted by the trailer via the electrical control line during "selective braking" initiated by the trailer. \*\*\*/ \*\*\*\*\*/

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\*\*/ At the time of type approval, compliance with this requirement shall be confirmed by the vehicle manufacturer.

\*\*\*/ During a "selective braking" event, the function may change to "automatically commanded braking".

\*\*\*\*/ This requirement shall not apply until the ISO 11992 Standard has been amended to include a message "illuminate stop lamps".

\*\*\*\*\*/ This requirement shall not apply until the ISO 11992 Standard has been amended to include a message "illuminate stop lamps" and introduced into this Regulation."

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