Transmitted by the expert from OICA

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agenda item 4.1.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 13

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 new provisions for emergency braking. It is based on document TRANS/WP.29/GRRF/2006/2, as amended at 59th GRRF session (February 2006) and aims to inform GRE experts on the text adopted by GRRF and submitted to WP.29 and AC.1 for consideration at their June 2006 sessions (ECE/TRANS/WP.29/2006/44). The modifications to the current text of the Regulation are marked in **bold** characters.

A. PROPOSAL

Insert new paragraphs 2.32. and 2.33., to read:

"**2.32. Braking signal: logic signal indicating brake activation as specified in paragraph 5.2.1.30.**

2.33. Emergency braking signal: logic signal indicating emergency braking as specified in paragraph 5.2.1.31."

Paragraph 5.2.1.30., amend to read:

"5.2.1.30. Generation of a **braking** signal to illuminate stop lamps."

Insert new paragraphs 5.2.1.31. to 5.2.1.31.2.(b), to read:

"5.2.1.31. 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:

5.2.1.31.1. The signal shall be activated by the application of the service braking system as follows:

	Shall not be activated below
M1 and N1	**6 m/s^2**
M2, M3, N2 and N3	**4 m/s^2**

The signal shall be de-activated for all vehicles at the latest when the deceleration has fallen below 2.5 m/s^2.

5.2.1.31.2. The following conditions may also be used:

(a) 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 4, a deceleration as follows:

	Shall not be activated below
M1 and N1	**6 m/s^2**
M2, M3, N2 and N3	**4 m/s^2**

The signal shall be de-activated for all vehicles at the latest when the deceleration has fallen below 2.5 m/s^2.

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 13).
The signal shall be deactivated when the antilock system is no longer fully cycling.

B. JUSTIFICATION

This document aims to inform GRE of the final agreement concerning ESS adopted by GRRF at its 59th session.

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