

REGULATIONS Nos. 13 AND 13-H
(Braking)Emergency Stop SignalProposal for amendments to Regulation No. 13-H

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) in order to improve the wording of the prescriptions for electric regenerative braking. It supersedes ECE/TRANS/WP.29/GRRF/2009/2/Rev.1. The modifications to the existing text of the Regulation are marked in bold characters or as strikethrough.

A. PROPOSAL

Paragraph 5.2.22.4., amend to read:

"5.2.22.4. Electric regenerative braking systems **as defined in paragraph 2.17.**, which produce a retarding force upon release of the ~~throttle pedal~~, **accelerator control**, shall **generate the signal mentioned above according to the following provisions:**

Vehicle decelerations	Signal generation
$\leq 0.7 \text{ m/s}^2$	The signal shall not be generated
$> 0.7 \text{ m/s}^2 \text{ and } \leq 1.3 \text{ m/s}^2$	The signal may be generated
$> 1.3 \text{ m/s}^2$	The signal shall be generated

In all cases the signal shall be de-activated at the latest when the deceleration has fallen below 0.7 m/s^2 . 6/

- 12.X. As from the official date of entry into force of Supplement XX to the original version of this Regulation, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by Supplement XX.**
- 12.X. Contracting Parties applying this Regulation shall continue to grant approvals to those types of vehicles which comply with the requirements of this Regulation as amended by Supplement XX-1 to the original version of this Regulation during the 48 months period which follows the date of entry into force of Supplement XX.**

Natural engine brake, M₁ diesel vehicle, 1-5 gear


