

Proposal for amendments to ECE/TRANS/WP.29/GRRF/2008/17
(Regulation No. 13-H regarding Emergency Stop Signal)

A. PROPOSAL

Paragraph 5.2.23.1., amend to read:

"5.2.23.1. **Only the service braking system is permitted to activate the signal. However, it shall not be activated at decelerations below 6 m/s².**"

The signal shall be"

B. JUSTIFICATION

The original intention of the joint GRE/GRRF informal Working Group on Emergency Stop Signal (ESS) was to assure that the ESS would not activate at decelerations below 6 m/s². However, the current wording of the text in UNECE Regulation No. 13-H could lead to misinterpretation. It could be understood that the ESS **MUST** be activated as from a deceleration value of 6 m/s².

This was not the intention of the Informal Working Group. The experts were well aware at that time that there is no safety issue with those provisions. Defining a precise value would indeed imply to define tolerances and an accurate test method. In addition, optional equipment naturally implies a discrepancy in the fleet as the not equipped vehicles will anyway not activate a (non-existing) signal, while the equipped vehicles will.
