



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.29/GRRF/2009/3
25 November 2008

Original: ENGLISH
ENGLISH AND FRENCH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Brakes and Running Gear

Sixty-fifth session

Geneva, 2-6 February 2009

Item 3(b) of the provisional agenda

REGULATIONS Nos. 13 AND 13-H
(Braking)

Emergency Stop Signal

Proposal for amendments to Regulation No. 13-H

Submitted by the expert from the International Organization of Motor Vehicle Manufacturers*

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 Emergency Stop Signal by aligning them with the text of Regulation No. 13. It is based on ECE/TRANS/WP.29/GRRF/2008/17 as amended by informal document No. GRRF-64-34, distributed at the sixty-fourth session of the Working Party on Brakes and Running Gear (GRRF) (see report ECE/TRANS/WP.29/GRRF/64, para. 9). The modifications to the existing text of the Regulation are marked in **bold** characters.

* In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

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 proposal by the 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 was 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 vehicles not equipped with such a system will not activate a (non-existing) signal, while the equipped vehicles will.
