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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

World Forum for Harmonization of Vehicle Regulations

Working Party on Brakes and Running Gear

Sixty-sixth session

Geneva, 15-17 September 2009

Item 3(a) of the provisional agenda

REGULATIONS Nos. 13 AND 13-H  
(Braking)

Emergency Stop Signal

Proposal for amendments to Regulation No. 13

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 regenerative braking. It aligns the provisions of Regulation No. 13 with the proposed text of 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.

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\*/ 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 5.2.1.30.6., amend to read (inserting also a reference to the existing footnote 10/):

"5.2.1.30.6. Electric regenerative braking systems **as defined in paragraph 2.21.**, which produce a retarding force upon release of the ~~throttle pedal~~, **accelerator control**, ~~shall not generate a signal mentioned above~~ **may only generate the signal mentioned above at decelerations above 1.3 m/s<sup>2</sup>. However, once the signal has been generated, it shall be de-activated at the latest when the deceleration has fallen below 0.7 m/s<sup>2</sup>.** 10/

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

## B. JUSTIFICATION

The Working Party on Brakes and Running Gear (GRRF) agreed at its sixty-fifth session to defer to the sixty-sixth session a full discussion about deceleration thresholds for the generation of the stop lamp signal due to activation of the Electric Regenerative Braking (ERB). This document is aimed at clarifying the provisions about the generation of the Electric Regenerative Braking, taking into account the comments received at the sixty-fifth session of GRRF. One of the main comments was indeed seeking the possibility of harmonizing the activation and de-activation thresholds between light and heavy vehicles. This was achieved and the same text is now proposed for both Regulations Nos. 13-H and 13. A parallel document is proposed to improve the wording of the corresponding paragraph in Regulation No.13-H (see document ECE/TRANS/WP.29/GRRF/2009/2/Rev.1).

Detailed justifications can be found in document ECE/TRANS/WP.29/GRRF/2009/2/Rev.1.

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