

PROPOSED AMENDMENTS TO REGULATION N°13H

This document replaces and supersedes the document ECE/TRANS/WP.29/GRRF/2009/3.

A. PROPOSAL:

Paragraph 5.2.23, amend to read:

“5.2.23. 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~~ **may only be generated by the application of the service braking system when the following conditions are fulfilled:**

5.2.23.1. ~~The signal shall be activated by the application of the service braking system at a deceleration of or above 6 m/s²;~~ **not be activated when the vehicle deceleration is below 6 m/s² but it may be generated at any deceleration at or above this value, the actual value being defined by the vehicle manufacturer.**

~~The signal shall be de-activated at the latest when the deceleration has fallen below 2.5 m/s².~~

5.2.23.2. 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 3, a deceleration of or above 6 m/s²;~~

The signal may be generated from a prediction of the vehicle deceleration resulting from the braking demand respecting the activation and de-activation thresholds defined in paragraph 5.2.23.1 above.

~~The signal shall be de-activated at the latest when the deceleration has fallen below 2.5 m/s².~~

Or

(b) The signal may be activated when the service braking system is applied at a speed above 50 km/h ~~and~~ **when** the antilock system is fully cycling (as defined in paragraph 2 of Annex 6).

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

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/s^2 . However, the current wording of the text in UNECE Regulation No. 13H could lead to misinterpretation. It could be understood that the ESS must be activated as from a deceleration value of 6 m/s^2 .

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.

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