



**Proposal to harmonise stop lamp activation thresholds for regenerative braking in UN Regulation No. 78 with new provisions in UN Regulation No. 13-H**

# Background and upcoming proposal

- UN Regulation No. 78 describes the braking requirements for vehicles of category L, currently including provisions for the **stop lamp activation under regenerative braking**.
- The deceleration thresholds in R78 are aligned with those in the current version of R13-H, which ensures **consistent stop lamp activation criteria across different vehicle categories**, to avoid confusing road users driving behind a braking vehicle, regardless of its vehicle category.
- In December 2020, **GRVA adopted a proposal** by OICA and CLEPA **modifying** the provisions for **the generation of a braking signal to illuminate stop lamps in R13-H** ([GRVA/2020/31](#)) with the following objectives (see [GRVA-07-48](#) for more details):
  - To ensure that the stop lamp illumination reflects the intention to decelerate, independently from the type of propulsion (internal combustion or electric).
    - For that purpose, the requirement to deactivate the stop lamp signal when deceleration falls below 0.7 m/s<sup>2</sup> under regenerative braking was removed.
  - To solve technical constraints (e.g. deceleration accuracy, flickering and too frequent illumination).
- IMMA is preparing a proposal to **amend UN Regulation No. 78, to keep the alignment with the new deceleration thresholds in R13-H and maintain consistency across vehicle categories**. Planned submission for 10<sup>th</sup> GRVA in September 2021.