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/s² 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 10th GRVA in September 2021.