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World Forum for Harmonization of Vehicle Regulations

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Item 4.8.3 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRVA

Proposal for Supplement 3 to the 01 series of amendments to UN Regulation No. 13-H (Braking for M₁ and N₁)

Submitted by the Working Party on Automated/Autonomous and Connected Vehicles *

The text reproduced below was adopted by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its eighth session (ECE/TRANS/WP.29/GRVA/8, para. 47). It is based on ECE/TRANS/WP.29/GRVA/2020/31. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their June 2021 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in proposed programme budget for 2021 (A/75/6 (part V sect. 20) para 20.51), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



Paragraph 5.2.22.2. (and subparagraphs), amend to read (footnote 6 unchanged, paras. 5.2.22. and 5.2.22.1. for reference only):

- "5.2.22. Generation of a braking signal to illuminate the stop lamps.
- 5.2.22.1. Activation of the service braking system by the driver shall generate a signal that will be used to illuminate the stop lamps.
- 5.2.22.2. Requirements for vehicles equipped with automatically commanded braking and/or regenerative braking which produce a retarding force (e.g. upon release of the accelerator control).⁶

Deceleration by automatically commanded braking and/or regenerative braking

$\leq 1.3 \text{ m/s}^2$	$> 1.3 \text{ m/s}^2$
May generate the signal	Shall generate the signal

Once generated the signal shall be kept as long as a deceleration demand persists. However, the signal may be suppressed at standstill.

An appropriate measure (e.g. switch-off-hysteresis, averaging, time delay) shall be implemented in order to avoid fast changes of the signal resulting in flickering of the stop lamps."

Paragraph 5.2.22.3., amend to read (footnote 7 unchanged)

- "5.2.22.3. Activation of part of the service braking system by "selective braking" or by functions whose primary intention is not to decelerate the vehicle (e.g. slight actuation of the friction brakes to clean the discs) shall not generate the signal mentioned above.⁷"

Paragraph 5.2.22.4., amend to read (including deletion of reference to Footnote 8)

- "5.2.22.4. The signal shall not be generated when retardation is solely produced by the natural braking effect of the engine, air-/rolling resistance and/or road slope."

