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World Forum for Harmonization of Vehicle Regulations**Working Party on Automated/Autonomous and Connected Vehicles****Twelfth session**

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Item 8(c) of the provisional agenda

UN Regulations Nos. 13, 13-H, 139, 140 and UN GTR No. 8:**Clarifications****Proposal for amendments to ECE/TRANS/WP29/2021/73****Submitted by the experts from the International Organization of Motor Vehicle Manufacturers and from the European Association of Automotive Suppliers***

The text reproduced below was prepared by the experts from International Organization of Motor Vehicle Manufacturers (OICA) and from the European Association of Automotive Suppliers (CLEPA). It is based on informal document GRVA-11-39. It seeks clarification on the provisions introduced to paragraph 5.2.22.2. as part of document ECE/TRANS/WP.29/2021/73 endorsed by the World Forum for Harmonization of Vehicle Regulations (WP.29) at its June 2021 session to resolve problems with installation of stronger spring brake actuators in trailers to realize higher deceleration in the case of emergency braking caused by a cut of the supply line between towing vehicle and trailer. The modifications to the existing text of the Regulation are marked in bold for new and strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (Sect.20), para 20.76), 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.



I. Proposal

Paragraph 5.2.22.2. (and subparagraphs), amend to read:

"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

⁶ At the time of type approval, compliance with this requirement shall be confirmed by the vehicle manufacturer.

Once generated the signal shall be kept as long as a deceleration demand persists. However, the signal may be suppressed at standstill **or when the deceleration demand falls below that value which generated the signal.**

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."

II. Justification

1. The industry received different interpretation from Authorities and Technical Services on how the requirements of paragraph 5.2.22.2. are to be understood with regard to the conditions under which the signal is still to be generated.
2. The proposed amendment seeks clarification on this issue.
