

Proposal for amendments to document .../GRVA/2022/10 UN Regulation No. 13-H (Braking of light vehicles)

Submitted by the experts CLEPA and OICA

The text reproduced below was prepared by the experts from CLEPA and OICA to correct document GRVA/2022/10 to further clarify the conditions of activation and deactivation of the stop lamps. The modifications to the text of document GRVA/2022/10 are marked in red characters.

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 1.3 m/s^2 or that value which generated the signal, whichever is lower.**

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. JUSTIFICATIONS

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.
3. **More justifications are given in a separate informal document to GRVA-12**