

## Proposal for a new Supplement to the 05 series of amendments to UN Regulation No. 78

The amendments to the text are in bold for new text and in strikethrough for deleted text.

### I. Proposal

Insert a new paragraph 2.34., to read:

**“2.34. “Automatically commanded braking” means a function within a complex electronic control system where actuation of the braking system(s) or brakes of certain axles is made for the purpose of generating vehicle retardation with or without a direct action of the driver, resulting from the automatic evaluation of on-board initiated information.”**

Paragraph 5.1.17.2., amend to read:

“5.1.17.2. In addition, in case of vehicles equipped with **automatically commanded braking and/or** electric regenerative braking systems, which produces a retarding force (e.g. upon release of the accelerator control), the braking signal shall be generated also according to the following provisions <sup>4</sup>:

<i>Vehicle deceleration by <b>automatically commanded braking and/or regenerative braking</b></i>	<i>Signal generation</i>
$\leq 1.3 \text{ m/s}^2$	The signal may be generated
$> 1.3 \text{ m/s}^2$	The signal shall be generated

(...)”

Paragraph 5.1.17.3., amend to read:

“5.1.17.3. Once generated, the signal shall be kept as long as a deceleration demand by the **automatically commanded braking and/or** electric regenerative braking persists. However, the signal may be suppressed at standstill **or when the deceleration demand falls below 1.3 m/s<sup>2</sup> or that value which generated the signal, whichever is lower.**

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.”

### II. Justification

1. The aim of this informal document is to propose further alignment of the stop lamp signal provisions in UN Regulation No. 78 with UN Regulation No. 13-H, to keep a consistent stop lamp behaviour across different vehicle categories and therefore avoid confusion to road users driving behind a braking vehicle, regardless of its category. In particular:
    - (a) To enable the activation of the stop lamp when the vehicle deceleration is caused by the automatically commanded braking.
    - (b) To align the criteria in paragraph 5.1.17.2. with the latest amendments to paragraph 5.2.22.2. of UN Regulation 13-H, as adopted at the 12<sup>th</sup> session of GRVA in January 2022 (ECE/TRANS/WP.29/GRVA/2022/10 as amended by GRVA-12-24).
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