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World Forum for Harmonization of Vehicle Regulations (WP.29)

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Geneva, 20-23 June 2006  
Item 4.2.7. of the provisional agenda

**PROPOSAL FOR SUPPLEMENT 2 TO THE 10 SERIES OF AMENDMENTS  
TO REGULATION No. 13**

(Braking)

Submitted by the Working Party on Brakes and Running Gear (GRRF)

Note: The text reproduced below was adopted by GRRF at its fifty-ninth session (ECE/TRANS/WP.29/GRRF/59, paras. 39 and annex 3) and is submitted for consideration to WP.29 and AC.1. It is based on the text of ECE/TRANS/WP.29/GRRF/2006/2, as replaced in annex 3 to the report.

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<http://www.unece.org/trans/main/welcwp29.htm>

Insert new paragraphs 2.32. and 2.33., to read:

"2.32. Braking signal: logic signal indicating brake activation as specified in paragraph 5.2.1.30.

2.33. Emergency braking signal: logic signal indicating emergency braking as specified in paragraph 5.2.1.31."

Paragraph 5.2.1.30., amend to read:

"5.2.1.30. Generation of a braking signal to illuminate stop lamps."

Insert new paragraphs 5.2.1.31. to 5.2.1.31.2.(b), to read:

"5.2.1.31. When a vehicle is equipped with the means to indicate emergency braking, activation and de-activation of the emergency braking signal shall meet the specifications below:

5.2.1.31.1. The signal shall be activated by the application of the service braking system as follows:

	Shall not be activated below
M1 and N1	6 m/s <sup>2</sup>
M2, M3, N2 and N3	4 m/s <sup>2</sup>

The signal shall be de-activated for all vehicles at the latest when the deceleration has fallen below 2.5 m/s<sup>2</sup>.

5.2.1.31.2. The following conditions may also be used:

- (a) The signal may be activated by the application of the service braking system in such a manner that it would produce, in an unladen condition and engine disconnected, under the test conditions of Type-0 as described in annex 4, a deceleration as follows:

	Shall not be activated below
M1 and N1	6 m/s <sup>2</sup>
M2, M3, N2 and N3	4 m/s <sup>2</sup>

The signal shall be de-activated for all vehicles at the latest when the deceleration has fallen below 2.5 m/s<sup>2</sup>.

or,

- (b) The signal may be activated when the service braking system is applied at a speed above 50 km/h and the antilock system is fully cycling (as defined in paragraph 2. of annex 13).

The signal shall be deactivated when the antilock system is no longer fully cycling."

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