

21 February 2022

Agreement

Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations*

(Revision 3, including the amendments which entered into force on 14 September 2017)

Addendum 12H – UN Regulation No. 13H

Revision 4 - Amendment 2

Supplement 3 to the 01 series of amendments – Date of entry into force: 7 January 2021

Uniform provisions concerning the approval of passenger cars with regard to braking

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2021/73



UNITED NATIONS

* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version); Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).



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."
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