9 February 2023

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 4

Supplement 4 to the 01 series of amendments – Date of entry into force: 4 January 2023

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.29/2022/79 as amended by paragraph 131 of the report ECE/TRANS/WP.29/1166

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:

"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	
≤ 1.3 m/s^2	> 1.3 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/s² 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."