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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

World Forum for Harmonization of Vehicle Regulations

Working Party on Brakes and Running Gear

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Item 3(b) of the provisional agenda

**REGULATIONS Nos. 13 AND 13-H  
(Braking)**

**Emergency Stop Signal**

**Proposal for draft amendments to Regulation No. 13-H**

**Submitted by the expert from the International Organization of Motor Vehicle Manufacturers**<sup>\*/</sup>

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA) in order to improve the wording of the prescriptions for Emergency Stop Signal by aligning them with the text of Regulation No. 13. The modifications to the existing text of the Regulation are marked in bold characters or as strikethrough.

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<sup>\*/</sup> In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Paragraph 5.2.23.1., amend to read:

"5.2.23.1. The signal shall be activated by the application of the service braking system ~~at a deceleration of or above 6 m/s<sup>2</sup>~~; **as follows:**

	<b>Shall not be activated below</b>
<b>M<sub>1</sub>, N<sub>1</sub></b>	<b>6 m/s<sup>2</sup></b>

The signal shall be ....."

Paragraph 5.2.23.2., amend to read:

"5.2.23.2. 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 3, a deceleration ~~of or above 6 m/s<sup>2</sup>~~; **as follows:**

	<b>Shall not be activated below</b>
<b>M<sub>1</sub>, N<sub>1</sub></b>	<b>6 m/s<sup>2</sup></b>

The signal shall be ....."

B. JUSTIFICATION

Although the concept of the requirements regarding activation threshold of emergency brake signal should be the same, the current provisions in Regulation No. 13-H seem not to be adequate in comparison with those of Regulation No. 13.

Therefore, the current Regulation No. 13-H text may mislead the reader to an unintentional interpretation. To avoid this, OICA proposes to align the Emergency Stop Signal (ESS) requirements with those of Regulation No. 13.

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