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Working Party on Automated/Autonomous and Connected Vehicles

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Revision 3 to the 1958 Agreement

Proposal for amendments to UN Regulation No. 13-H (Braking of passenger cars)

Submitted by experts from the International Organization of Motor Vehicle Manufacturers*

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA). It is aimed to clarify the selection possibility of a different braking control depending on the vehicle load condition when testing the effectiveness of the secondary braking system in failure conditions. The modifications to the existing text of the Regulation are marked in bold for new characters and in bold strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Paragraph 5.2.23., amend to read:

5.2.23. When a vehicle is equipped with the means to indicate emergency braking, activation and de-activation of the emergency braking signal shall only be generated by the application of the service braking system **regardless of its means of activation (e.g. by an auxiliary control as specified in paragraph 5.2.2.4.)** when the following conditions are fulfilled:

II. Justification

1. The parking braking system shall be designed, according to the provisions of paragraph 5.2.2.4., so that it can be actuated when the vehicle is in motion. This requirement may be fulfilled by the actuation of the vehicle's service braking system, even partially, by means of an auxiliary control, which could be an Electronic Parking Brake (EPB) control in case of an electronic parking brake system. Therefore, the application of the service braking system via the EPB control is common practice.

2. The proposal aims to clarify the existing text in order to ensure an aligned and consistent interpretation of the activation conditions for an Emergency Stop Signal (ESS), means the ESS can be generated by application of the service braking system via the EPB control.