

**Proposal to amend document
ECE/TRANS/WP.29/2026/8, based on document
ECE/TRANS/WP.29/GRVA/2025/40 as adopted during
the twenty-third session of GRVA**

This proposal aims to correct an unintended modification of the text of UN Regulation No. 13-H, paragraph 5.1.2.2., regarding secondary braking system which was introduced by document GRVA/2025/40, unintentionally aligning the wording of the paragraph in UN Regulation No. 13-H with the wording of UN Regulation No. 13.

I. Proposal

Paragraph 5.1.2.2., amend to read:

“5.1.2.2. Secondary braking system

The secondary braking system shall make it possible **by application of the service brake control or by demand from the ADS (as applicable)** to halt the vehicle within a reasonable distance in the event of failure of the service braking system. It shall be possible to graduate this braking action. A driver, if any, shall be able to obtain this braking action from his driving seat **while keeping at least one hand on without removing his hands from** the steering control. For the purposes of these provisions, it is assumed that not more than one failure of the service braking system can occur at one time.”

II. Justification

The task force on regulatory fitness for ADS (TF FADS) invites experts from GRVA to consider the proposed changes with the aim to amend document ECE/TRANS/WP.29/2026/8 for adoption at WP.29 during its 199th session in June 2026:

- The **blue text** corrects unintended changes caused by a copy paste issue, by taking over modifications from UN Regulation No. 13 into UN Regulation No. 13-H. The proposed wording is recreating the original wording before the adoption of ECE/TRANS/WP.29/GRVA/2025/40.
- The **purple text** introduces required changes for the application of the secondary braking system provisions to an ADS, which would otherwise conflict with the original wording (blue text).
