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**1958 Agreement:**
**Consideration of draft amendments to existing UN Regulations submitted by GRVA**

# Proposal for a Supplement 1 to the 02 series of amendments to UN Regulation No. 13-H (Braking of M1 and N1 vehicles)

### Submitted by the Working Party on Automated/Autonomous and Connected Vehicles*

The text reproduced below was adopted by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its twenty-third session (ECE/TRANS/WP.29/GRVA/23, paras. 57 and 60). It is based on: ECE/TRANS/WP.29/GRVA/2025/44 as amended by informal document GRVA-23-18/Rev.1, ECE/TRANS/WP.29/GRVA/2025/45/Rev.1 and ECE/TRANS/WP.29/GRVA/2025/34 as amended by informal document GRVA-23-07/Rev.2. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration and vote at their March 2026 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2026 as outlined in proposed programme budget for 2026 (A/80/6 (Sect. 20), table 20.7), 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.

*Insert new paragraph 2.38.,* to read:

2.38. *"Electronic vehicle interface"* provides the access to real time parameters of the braking system specified within this regulation.

*Insert new paragraph 5.1.4.3.3.,* to read:

5.1.4.3.3. For vehicles equipped with park lock device:

In the case where such a device is fitted, the manufacturer shall specify on which axle or axles the park lock device acts upon. This information shall be specified on the vehicle in a visible position in indelible form, or made freely available in another way (e.g. handbook, electronic data record).

*Paragraph 5.1.4.4.1.1.,* amend to read:

5.1.4.4.1.1. It shall be possible to evaluate the relationship between the brake demand value(s) and the measured braking force on a roller brake tester. The brake demand value(s) shall be displayed on the vehicle and easily readable from the driver's seat during the roller brake test (e.g., using a menu system, automatic demand, etc.). Except where no suitable interface exists, it shall also be possible to read the brake demand value(s) through an electronic vehicle interface (e.g. the OBD port) using an off board electronic device. The vehicle manufacturer shall describe how to display and access those values and make this information available according to paragraph 5.1.4.3.1. above.

*Paragraph 5.2.10.,* amend to read:

"5.2.10. The service, secondary and parking braking systems shall act on braking surfaces connected to the wheels through components of adequate strength.

The parking braking system may use a park lock device as an alternative to or in combination with means acting on the braking surfaces for the purpose of fulfilling the static parking brake requirements as defined in Annex 3, paragraph 2.3.1. and 2.3.2.. This park lock device shall consist of components of an adequate strength and shall provide equal effectiveness compared to layouts purely acting on the braking surfaces. After complete engagement of the parking braking system, containing a park lock device, it shall be ensured, that the affected wheels of the vehicle do not move.

Where braking torque for a particular axle or axles is provided by both a friction braking system and an electrical regenerative braking system of category B, disconnection of the latter source is permitted, providing that the friction braking source remains permanently connected and able to provide the compensation referred to in paragraph 5.2.7.1. above.

However, in the case of short disconnection transients, incomplete compensation is accepted, but within 1s, this compensation shall have attained at least 75 per cent of its final value.

Nevertheless, in all cases, the permanently connected friction braking source shall ensure that both the service and secondary braking systems continue to operate with the prescribed degree of effectiveness.

Disconnection of the braking surfaces or of the park lock device, as relevant, of the parking braking system shall be permitted only on condition that the disconnection is controlled by the driver from his driving seat or from a remote-control device, by a system incapable of being brought into action by a leak.

The remote-control device mentioned above shall be part of a system fulfilling the technical requirements of an ACSF of Category A as specified in the 02 series of amendments to UN Regulation No. 79 or later series of amendments."

*Paragraph 5.2.19.2.1.*, amend to read:

5.2.19.2.1. A break in the wiring within the electrical transmission, or an electrical failure in the control of the parking braking system shall be signaled to the driver by the yellow warning signal specified in paragraph 5.2.21.1.2. When caused by a break in the wiring within the electrical control transmission of the parking braking system, this yellow warning signal shall be signaled as soon as the break occurs.

In addition, such an electrical failure in the control or break in the wiring external to the electronic control unit(s) and excluding the energy supply shall be signaled to the driver by flashing the red warning signal specified in paragraph 5.2.21.1.1. as long as the ignition (start) switch is in the "On" (run) position including a period of not less than 10 seconds thereafter and the control is in the "On" (activated) position.

However, if the parking braking system detects correct engagement of the parking brake, the flashing of the red warning signal may be suppressed and the non-flashing red signal shall be used to indicate "parking brake applied".

Where actuation of the parking brake is normally indicated by a separate red warning signal, satisfying all the requirements of paragraph 5.2.21.2. below, this signal shall be used to satisfy the above requirement for a red signal.

*Insert new paragraph 5.2.19.5.*, to read:

5.2.19.5. Special requirements for a Park Lock Device

When the parking braking system, containing a park lock device, has at standstill detected a request to apply the parking braking system, a red warning signal shall flash until the park lock device is in a locked position, unless the parking braking system is preventing further movement of the braked wheels.

Where actuation of the parking brake lock device is normally indicated by a separate red warning signal, satisfying all the requirements of 5.2.21.2., this signal shall be used to satisfy the above requirement for a red signal.”

*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:

*Insert new paragraph 12.3.2.1.*, to read:

12.3.2.1. Until 24 months after the date of entry into force of the Supplement 1 to the 02 series of amendments to this Regulation, Contracting Parties applying this Regulation can continue to grant or extend type approvals to the 02 series of amendments to this Regulation without taking into account the amendments to paragraph 5.1.4.4.1.1.