Transmitted by the expert from OICA
(the revised text is highlighted in yellow)

Informal Document No. **GRRF-59-23-Rev.1**
(59th GRRF, 30 January - 3 February 2006
agenda item 1.1.)

A. PROPOSAL

Insert new paragraphs 2.32. and 2.33., to read:

"**2.32. Braking signal: logic signal indicating brake activation as specified in paragraph 5.2.1.30.**

2.33. Emergency braking signal: logic signal indicating emergency braking as specified in paragraph 5.2.1.31."

Paragraph 5.2.1.30., amend to read:

"5.2.1.30. Generation of a **braking** signal to illuminate stop lamps."

Insert new paragraphs 5.2.1.31. to 5.2.1.31.2.(b), to read:

"**5.2.1.31. When a vehicle is equipped with the means to indicate emergency braking, activation and de-activation of the emergency braking signal shall meet the specifications below:**

5.2.1.31.1. The signal shall be activated by the application of the service braking system as follows:

	Shall not be activated below
M1 and N1	**6 m/s^2**
M2, M3, N2 and N3	**4 m/s^2**

The signal shall be de-activated for all vehicles at the latest when the deceleration has fallen below 2.5 m/s^2.

5.2.1.31.2. 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 4, a deceleration as follows:

	Shall not be activated below
M1 and N1	**6 m/s^2**
M2, M3, N2 and N3	**4 m/s^2**

The signal shall be de-activated for all vehicles at the latest when the deceleration has fallen below 2.5 m/s^2.

or

(b) The signal may be activated when the service braking system is applied at a speed above 50 km/h and the antilock system is fully cycling (as defined in paragraph 2. of Annex 13)
The signal shall be deactivated when the antilock system is no longer fully cycling."

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