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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(h) of the provisional agenda

REGULATIONS Nos. 13 AND 13-H (Braking)

Electronic Vehicle Stability Control

Proposal for draft amendments to Regulation No. 13

Submitted by the experts from the European Association of Automotive Suppliers  
and the International Organization of Motor Vehicle Manufacturers<sup>\*/</sup>

The text reproduced below was prepared by the experts from the European Association of Automotive Suppliers (CLEPA) and the International Organization of Motor Vehicle Manufacturers (OICA) in order to avoid any misleading interpretation of the general requirements for vehicles equipped with a vehicle stability function. It aims at harmonizing the provisions of Regulation No. 13 with those of the global technical regulation (gtr) on Electronic Stability Control (ESC) for light vehicles. 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

Annex 21, paragraph 2.1.1., amend to read:

"2.1.1. Where a vehicle is equipped with a vehicle stability function as defined in paragraph 2.34. of this Regulation, the following shall apply:

In the case of directional control the function shall have the ability to automatically control individually the speed of the left and right wheels on each axle or an axle of each axle group by selective braking based on the evaluation of actual vehicle behaviour in comparison with a determination of vehicle behaviour demanded by the driver.

In the case of roll-over control the function shall have the ability to automatically control the wheel speeds on at least two wheels of each axle or axle group 1/ by selective braking or automatically commanded braking based on the evaluation of actual vehicle behaviour that may lead to vehicle roll-over. 2/

In both cases, the function is not required: ~~when the vehicle is in reverse mode or when the vehicle speed is below 10 km/h.~~

- (a) **When the vehicle stability function has been disabled;**
- (b) **When the vehicle speed is below 20 km/h;**
- (c) **Until the initial start-up self test and plausibility checks have been completed;**
- (d) **When the vehicle is being driven in reverse."**

B. JUSTIFICATION

The current text of the regulation specifies that "the function is not required when the speed is below 10 km/h". This could be interpreted such that the function – for both directional and roll-over control – shall be available above 10 km/h. Indirectly, this requirement prohibits the use of a driver operated or automatic switch to disable the stability control function of the truck/trailer, as no exemption is specified. Such restrictions are unnecessary and in some cases cannot be fulfilled. Therefore, an amendment is necessary.

OICA proposes to harmonize the provisions with the requirements adopted for the gtr on ESC for light vehicles (see ECE/TRANS/WP.29/2008/69, paragraph 4.1.(b)), with an adaptation to the case of heavy vehicles.

The provisions for the trailers (paragraph 2.2.1.) shall not be amended.

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