Proposal for draft amendments to Regulation No. 13:

Failure of the Trailer Stability Function

The text reproduced below was prepared by the expert from CLEPA to revise the failure warning requirements specified for trailers installed with a stability control function following the introduction of Annex 21 to the Regulation.

A.   PROPOSAL

Paragraph 5.2.2.17.1., amend to read:

"5.2.2.17.1.   Trailers ~~that utilize selective braking as a means to enhance vehicle stability~~ **equipped with a vehicle stability function as defined in paragraph 2.32 of this Regulation** shall in the event of a failure ~~within the electric control transmission of the stability system~~ **or defect within the trailer stability function** indicate the failure by the separate yellow warning signal specified in paragraph 5.2.1.29.2. above via pin 5 of the ISO 7638:1997 connector.

The warning signal shall be constant and remain displayed as long as the failure or defect persists and the ignition (start) switch is in the 'on' (run) position."

~~Note: This requirement shall be kept under review during subsequent amendments to Regulation No. 13 pending:~~
~~(i) an amendment to the ISO 11992:2003 data communication standard that includes a message to indicate a failure within the electric control transmission of the trailer stability control system; and~~
~~(ii) vehicles equipped to that standard are in general use.~~

B.   JUSTIFICATION

The current text within paragraph 5.2.2.17.1 only refers to selective braking when it is recognised that a stability control function may include selective braking and/or automatically commanded braking. Additionally, since the introduction of requirements for vehicles equipped with a stability control function via the 11 Series of Amendments, it is more appropriate to make reference to new definitions and utilise common terminology.

The "Note" at the end of the paragraph can be deleted as the latest amendment to ISO 11992 does not contain such a message therefore the note is no longer appropriate.

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