

PROPOSED AMENDMENTS TO REGULATION NO. 13

The text proposed below is based on ECE/TRANS/WP.29/2007/100 and ECE/TRANS/WP.29/2007/106 and is intended to introduce provisions for Electronic Stability Control for vehicle of categories M1 and N1 with braking systems approved to Regulation No. 13.

A. Proposal

Add new paragraphs 5.2.1.32.1 and 5.2.1.32.2., to read:

"5.2.1.32.1. Vehicles of categories M1 or N1 approved to this Regulation shall meet the vehicle stability control Requirements of Regulation No. 13-H that are applicable at the time that the vehicle is approved.

5.2.1.32.2. As an alternative to the requirements of paragraph 5.2.1.32.1., vehicles in these categories with a Reference mass > 1760 kg may be equipped with a vehicle stability function which includes roll-over control and directional control and meets the technical requirements of Annex 21 to this Regulation."

B. Justification

Currently, the vehicle stability control requirements in Regulation No. 13 cover vehicles over 3.5 tonnes only. It is considered that for vehicles of 3.5 tonnes and under the stability control requirements being developed under the GTR are more appropriate. Most vehicles in this lighter category will have their braking systems approved to ECE Regulation No. 13-H which will, at some time in the future, include stability control requirements in line with those contained the GTR. However, there are some vehicles in categories M1 and N1 which have braking systems approved to Regulation No. 13 and it is important that these vehicles are fitted with some form of stability control system. The preferred way of achieving this is through a direct reference to the stability control requirements of Regulation No. 13-H (respecting the implementation dates of those requirements). However, it is recognised that there may be some larger M1 and N1, particularly those which are derived from vehicles of larger categories, for which the stability control requirements contained in Regulation No. 13 may be more appropriate. It is suggested that for vehicles with a reference mass greater than 1760kg (the break point used in emissions regulations which broadly distinguish car-derived vans from larger vans) manufacturers may have the option of meeting the stability control requirements of either Regulation.
