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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

Sixty-fifth session

Geneva, 2-6 February 2009

Item 3(h) of the provisional agenda

REGULATIONS Nos. 13 AND 13-H  
(Braking)

Electronic Vehicle Stability Control

Proposal for amendments to Regulation No. 13

Submitted by the expert from the International Association of  
the Body and Trailer Building Industry \*

The text reproduced below was prepared by the expert from the International Association of the Body and Trailer Building Industry (CLCCR) to insert into Regulation No. 13 a further example for special purpose vehicles not needing to be fitted with an Electronic Vehicle Stability Control (EVSC) system. The modifications to the existing text of the Regulation are marked in **bold** characters.

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\* 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

Paragraph 5.2.1.32., footnote 12/, amend to read:

"12/ Off-road vehicles, special purpose vehicles (e.g. mobile plant using non standard vehicle chassis – e.g. cranes - , hydro-static driven vehicles in which the hydraulic drive system is also used for braking and auxiliary functions, **N<sub>2</sub> vehicles with a hydraulic braking system**), Class I and Class A buses of categories M<sub>2</sub> and M<sub>3</sub>, articulated buses and coaches, N<sub>2</sub> tractors for semi-trailer with a gross vehicle mass (GVM) between 3.5 and 7.5 tonnes, shall be excluded from this requirement."

B. JUSTIFICATION

Because there are so few N<sub>2</sub> vehicles with a hydraulic braking system in existence, no manufacturer of Electronic Vehicle Stability Control systems has been found to be willing to develop an EVSC system for N<sub>2</sub> vehicles with hydraulic braking system. If the vehicle manufacturer is to bear the cost of developing such a system, the cost amounts to 600.000 Euro per vehicle type. Given this, it is prohibitively expensive to fit an EVSC system to an N<sub>2</sub> vehicle with a hydraulic braking system.

A typical N<sub>2</sub> vehicle with a hydraulic braking system is a market vehicle (mobile shop: see photograph below). In these vehicles, all the weight lies in the bottom third of the vehicle which gives the vehicle a very low centre of gravity. Moreover, these vehicles being "mobile shops", they are driven at a relatively low speed so as to keep the goods carried in place. A low center of gravity, combined with the low speed at which these vehicles travel, makes it highly improbable that these vehicles would have a roll-over accident. Therefore, N<sub>2</sub> vehicles with hydraulic braking system but without EVSC system are safe.



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