

**Economic and Social Council**Distr.: General
12 July 2010Original: English
English and French only

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on Brakes and Running Gear****Sixty-eighth session**

Geneva, 21–23 September 2010

Item 3(c) of the provisional agenda

Regulations Nos. 13 and 13-H (Braking) – Electronic stability control**Proposal for amendments to Regulation No. 13-H (Brakes of M₁ and N₁ vehicles)****Submitted by the experts from the International Organization of Motor Vehicle Manufacturers and the European Association of Automotive Suppliers ***

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA) and the European Association of Automotive Suppliers (CLEPA) to harmonize the requirement of Regulation No. 13-H regarding the electronic stability control malfunction tell-tale with those of Federal Motor Vehicles Safety Standards (FMVSS) No. 126. The modifications to the existing text of the Regulations are marked in bold for new or strikethrough for deleted characters.

* 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 the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Annex 9, paragraph 3.4.4., amend to read:

“3.4.4. The manufacturer may use the ESC malfunction tell-tale in a flashing mode to indicate ESC ~~operation~~ **intervention and/or the intervention of ESC-related systems (as listed in paragraph 3.4.1.9).**”

II. Justification

1. The proposal above aims at harmonizing to the extent possible, the requirements on Electronic Stability Control (ESC) tell-tale in the main braking regulations.
 2. FMVSS No. 126 indeed is the clearest regulation in this respect because it indicates in paragraph S5.3.10 that manufacturers “...*may use the ESC malfunction telltale in a flashing mode to indicate operation of these ESC-related systems*”.
 3. An alignment of Regulation No. 13-H is proposed both to allow the possibility of using the ESC malfunction tell-tale to indicate interventions by ESC-related systems, and for editorial improvement.
 4. The ultimate goal is a full harmonization of all the braking regulations, including global technical regulation No. 8. As a consequence it is suggested to follow a two-step approach, i.e. firstly amending Regulations Nos. 13 and 13-H and then, secondly, amend global technical regulation No. 8.
-