

**Economic and Social Council**

Distr.: General
22 November 2010

Original: 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-ninth session**

Geneva, 1–4 February 2011

Item 3(a) of the provisional agenda

Regulations Nos. 13 and 13-H (Braking) – Electronic stability control**Proposal for amendments to Regulation No. 13 (Heavy vehicle braking)****Submitted by the informal group on Alternative Method Electronic Vehicle Stability Control ***

The text reproduced below was prepared by the informal group on Alternative Method Electronic Vehicle Stability Control (AMEVSC) to introduce into Regulation No. 13 an alternative method to assess the Vehicle Stability Function of Heavy Duty motor vehicles. It is based on Informal document No. GRRF-68-10 distributed at the sixty-eighth session of the Working Party on Brakes and Running Gear (GRRF) (see report ECE/TRANS/WP.29/GRRF/68, para. 13). Modifications to the current provisions of the Regulation are marked in bold characters for new and strikethrough for deleted text.

* 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

Insert a new paragraph 2.38., to read:

"2.38. **"Character of the vehicle"** means a descriptive term for a vehicle – tractor for semi-trailer, truck, bus, semi-trailer, full trailer, centre-axle trailer."

Annex 19, amend to read (inserting also a new footnote ¹):

"Annex 19

Performance testing of ~~trailer~~ braking system components

Part 1

Performance testing of trailer braking components

1. General

~~This annex~~ **Part 1** defines the test procedures applicable in defining the performance of the following:

...

6.6.1. A test report shall be produced, the content of which shall be at least that defined in Appendix 8 to this Annex.

Annex 19

Performance testing of ~~trailer~~ braking system components

Part 2

Performance testing of motor vehicle braking components

1. General

Part 2 defines the procedures applicable in defining the performance of the following:

1.1. A vehicle stability function.

1.2. A test report for the vehicle stability function may be used in conjunction with the procedures defined in [section B of Annex 20]* to this Regulation or at the time of evaluating a motor vehicle subject to actual performance requirements defined for the respective motor vehicle.

* Note by the secretariat: Section B of Annex 20 does not exist in the current text of the Regulation.

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- 2. Vehicle stability function**
- 2.1. General**
- 2.1.1.** This section defines the procedure of determining the dynamic characteristics of a vehicle equipped with a vehicle stability function as specified in paragraph 5.2.1.32. of this Regulation.
- 2.2. Information document**
- 2.2.1.** The system manufacturer shall supply the Technical Service with an information document on the vehicle stability control function(s) for which performance verification is required. This document shall contain at least the information defined in Appendix 11 to this annex and shall be attached as an appendix to the test report.
- 2.3. Definition of test vehicle(s)**
- 2.3.1.** Based on the stability control function(s) and their application(s) defined in the system manufacturer's information document, the Technical Service shall carry out a vehicle based performance verification. This shall include one or more dynamic manoeuvres as defined in paragraph 2.1.3. of Annex 21 to this Regulation on a motor vehicle(s) which is representative of the application(s) defined in paragraph 2.1. of the system manufacturers information document.
- 2.3.2.** When selecting the motor vehicles(s) for evaluation, consideration shall also be given to the following:
- (a) **Braking system:** the braking system of the test vehicle(s) to be evaluated shall comply with all of the relevant requirements of this Regulation;
 - (b) **Vehicle category – M_2, M_3 [N_2, N_3];**
 - (c) **Vehicle description (e.g. bus, coach, truck, towing truck, semi-trailer tractor, etc.);**
 - (d) **Vehicle configuration(s) (e.g. 4x2, 6x2, etc.):** each configuration to be evaluated;
 - (e) **Drive orientation (Left or right hand drive):** not a limiting factor – evaluation not required;
 - (f) **Single front axle steering:** not a limiting factor – evaluation not required (see (g) and (h));
 - (g) **Additional steering axles (e.g. forced steering, self-steering):** to be evaluated;
 - (h) **Steering ratio:** to be evaluated – end-of-line programming or self-learning systems not a limiting factor;
 - (i) **Drive axles:** to be taken into consideration with regard to the use (loss) of wheel speed sensing in the determination of vehicle speed;
 - (j) **Lift axles:** lift axle detection / control and lifted condition to be evaluated;
 - (k) **Engine management:** communication compatibility to be evaluated;

- (l) Gearbox type (e.g. manual, automated manual, semi-automatic, automatic): to be evaluated;
- (m) Drive train options (e.g. retarder): to be evaluated;
- (n) Differential type (e.g. standard or self-locking): to be evaluated;
- (o) Differential lock(s) (driver selected): to be evaluated;
- (p) Brake system type (e.g. air over hydraulic, full air): to be evaluated;
- (q) Brake type (disc, drum (single wedge, twin wedge, S-cam)): not a limiting factor, however, should other types become available, then comparative testing may be required;
- (r) Anti-lock braking configurations: to be evaluated;
- (s) Wheelbase: to be evaluated [, with the system manufacturer specifying maximum and minimum values which may be verified using vehicles within $[\pm 20 \text{ percent}]$].

[In the case where vehicles conforming to the minimum and maximum wheelbases as specified in the information document are not available at the time of testing, minimum and maximum wheelbase verification may be carried-out using system manufacturer test data for vehicles with a wheelbase within 20 percent of the actual minimum and maximum wheelbase vehicles being tested by the Technical Service;]

- (t) Wheel type (single or twin): to be covered in the system manufacturer's information document;
- (u) Tyre type (e.g. structure, category of use, size): to be covered in the system manufacturer's information document;
- (v) Track width: not a limiting factor – covered by variations in the centre of gravity evaluation;
- (w) Suspension type (e.g. air, mechanical, rubber): to be evaluated;
- (x) Centre of gravity height: to be evaluated, with the system manufacturer specifying maximum values which may be verified using vehicles within $[+20 \text{ percent}]$.

[In the case where vehicles conforming to the maximum centre of gravity height as specified in the information document are not available at the time of testing, maximum centre of gravity height verification may be carried-out utilising system manufacturer's test data for vehicles with a centre of gravity height within 20 percent of the actual maximum centre of gravity height of the vehicles being tested by the Technical Service;]

- (y) Lateral acceleration sensor position: installation envelop as specified by the system manufacturer to be evaluated;
- (z) Yaw rate sensor position: installation envelop as specified by the system manufacturer to be evaluated.

2.4. Test schedule

- 2.4.1.** To evaluate the vehicle stability control function, the tests used shall be agreed upon between the system manufacturer and the Technical Service and shall include conditions, appropriate to the function being evaluated, that would without the intervention of the stability control function result in loss of directional control or roll-over control. The dynamic manoeuvres, test conditions and results shall be included in the test report.
- The evaluation shall include the following, as appropriate:
- 2.4.1.1.** Vehicle category/vehicle description:
- [Vehicles of different categories and descriptions may be used in the evaluation of vehicles of other categories and vehicles with other descriptions, e.g. a semi-trailer tractor for a short wheelbase truck, or a long wheelbase truck for a bus. However, at least one vehicle shall be included in the testing and the subsequent report with the same vehicle category and vehicle description as that of the vehicle for which type-approval is being requested utilizing [Annex 20 Section B]* paragraph.... in meeting the requirements of Annex 21.]
- 2.4.1.2.** Additional steering axles:
- Evaluate the influence by a comparison of results with the axle in its normal steering mode and with the steering disabled so that it becomes a fixed axle, unless it is an end-of-line programming parameter.
- 2.4.1.3.** Steering ratio:
- Tests to be carried-out to determine the effectiveness of any end-of-line programming or self learning using a number of vehicles with different steering ratios, or the approval is restricted to the steering ratios actually tested.
- 2.4.1.4.** Lift axle:
- Tests to be carried-out with the lift axle in the raised and lowered conditions, with position detection and signal transfer being evaluated to establish that the change in wheelbase has been recognized.
- 2.4.1.5.** Engine management:
- Control of the engine, or any other source(s) of motive power, to be shown to be independent from driver demand.
- 2.4.1.6.** Drive train options:
- The effect of any options to be shown, e.g. retarder management to be independent of the driver in the case of a retarder.
- 2.4.1.7.** Differential type/differential lock(s):
- Effect of self-locking or driver selected locking to be shown, e.g. function maintained, reduced or switched-off.
- 2.4.1.8.** Anti-lock braking configurations:

* *Note by the secretariat:* Section B of Annex 20 does not exist in the current text of the Regulation.

[Each anti-lock braking/vehicle configuration shall be tested, unless the anti-lock braking configuration is an end-of-line programming parameter.]

[In the case of end-of-line programming, tests shall be carried-out on at least one anti-lock braking configuration that is suitable for each of the vehicle configurations being evaluated. A different anti-lock braking configuration shall be used for each vehicle configuration.]

If the vehicle stability function is hosted on different systems (e.g. ABS, EBS), tests shall be carried-out on vehicles having the different hosting systems.

2.4.1.9. Wheelbase:

Once the difference in wheelbase between the minimum wheelbase vehicle and the maximum wheelbase vehicle is greater than [1] metre, a vehicle with an intermediate wheelbase shall also be tested.

2.4.1.10. Suspension type:

Vehicles shall be selected on the basis of the suspension type (e.g. air, mechanical, rubber) of each axle or axle group.

2.4.1.11. Centre of gravity height:

Tests shall be carried-out on vehicles where it is possible to adjust the centre of gravity height so as to demonstrate that the roll-over control is able to adapt to changes in the centre of gravity height.

2.4.1.12. Lateral acceleration sensor position:

The effect of the lateral acceleration sensor being installed in different positions on the same vehicle shall be evaluated to confirm the installation envelop specified by the system manufacturer.

2.4.1.13. Yaw rate sensor position:

The effect of the yaw rate sensor being installed in different positions on the same vehicle shall be evaluated to confirm the installation envelop specified by the system manufacturer.

2.4.1.14. Loading:

[Vehicles shall be tested in both the laden and [unladen/part laden]* conditions to demonstrate that the vehicle stability function is able to adapt to differing conditions of load.]

[In the case of a semi-trailer tractor, the tests shall be carried-out with a coupled semi-trailer in which the roll-over control, if fitted, has been disabled. The semi-trailer tractor alone (solo condition, no additional weight) shall also be evaluated.]

2.5. Test report

2.5.1. A test report shall be produced, the content of which shall be at least that defined in Appendix 12 of this annex.

...

* *Note by the secretariat:* It is not clear which conditions must be taken into account.

Annex 19

Appendix 7

Vehicle (trailer) stability function information document

...

Annex 19

Appendix 8

Vehicle (trailer) stability function test report

...

Annex 19

Appendix 11

Vehicle (motor vehicle) stability function information document

- 1. General:**
 - 1.1. Name of manufacturer**
 - 1.2. System**
 - 1.3. System variants**
 - 1.4. System options**
 - 1.4.1. Control function (directional/roll-over/both) including an explanation of the basic function and/or philosophy of the control**
 - 1.5. System configurations (where appropriate)**
 - 1.6. System identification including software level identifier**
- 2. Applications:**
 - 2.1. List of motor vehicles by description and configuration that are covered by the information document**
 - 2.2. Schematic diagrams of the respective configurations installed on the motor vehicles defined in item 2.1. above with consideration given to the following:**
 - (a) Lift axles**
 - (b) Steering axles**
 - (c) Anti-lock braking configurations**
 - 2.3. Scope of application with respect to suspension:**
 - (a) Air**
 - (b) Mechanical**
 - (c) Rubber**

- (d) **Mixed**
- (e) **Anti-roll bar**
- 2.4. Additional information (if applicable) to the application of the directional control and roll-over control functions, for example:**
 - (a) **Wheelbase, track, centre of gravity height**
 - (b) **Wheel type (single or twin) and tyre type (e.g. structure, category of use, size)**
 - (c) **Gearbox type (e.g. manual, automated manual, semi-automatic, automatic)**
 - (d) **Drive train options (e.g. retarder)**
 - (e) **Differential type/differential lock(s) (e.g. standard or self-locking, automatic or driver selected)**
 - (f) **Management of the engine or any other source(s) of motive power**
 - (g) **Brake type**
- 3. Component Description:**
 - 3.1. Sensors external to the controller**
 - (a) **Function**
 - (b) **Limitations on the location of the sensors**
 - (c) **Identification (e.g. part numbers)**
 - 3.2. Controller(s)**
 - (a) **General description and function**
 - (b) **Functionality of internal sensors (if applicable)**
 - (c) **Hardware identification (e.g. part numbers)**
 - (d) **Software identification**
 - (e) **Limitations on the location of the controller(s)**
 - (f) **Additional features**
 - 3.3. Modulators**
 - (a) **General description and function**
 - (b) **Hardware identification (e.g. part numbers)**
 - (c) **Software identification (if applicable)**
 - (d) **Limitations**
 - 3.4. Electrical Equipment**
 - (a) **Circuit diagrams**
 - (b) **Powering methods**
 - 3.5. Pneumatic circuits**

System schematics including anti-lock braking configurations associated with the motor vehicle types defined in item 2.1. of this appendix

- 3.6. Safety aspects of the electronic system in accordance with Annex 18 to this Regulation
- 3.7. Electro-magnetic compatibility
- 3.7.1. Documentation demonstrating compliance with Regulation No. 10 as required by paragraph 5.1.1.4. of this Regulation

Annex 19

Appendix 12

Vehicle (motor vehicle) stability function test report

Test Report No.:

- 1. Identification:
 - 1.1. Manufacturer of the vehicle stability function (name and address)
 - 1.2. Applicant (if different from the manufacturer)
 - 1.3. Systems
 - 1.3.1. System variants
 - 1.3.2. System options
 - 1.3.2.1. Control functions
- 2. System(s) and installations:
 - 2.1. Anti-lock braking configurations
 - 2.2. Vehicle applications
 - 2.2.1. Vehicle category (e.g. N₂, N₃, etc.)
 - 2.2.2. Vehicle description (e.g. semi-trailer tractor, bus, etc.)
 - 2.2.3. Vehicle configuration(s) (e.g. 4x2, 6x2, etc.)
 - 2.2.4. End of line programming
 - 2.3. System identification
 - 2.4. Functional description
 - 2.4.1. Directional control
 - 2.4.2. Roll-over control
 - 2.4.3. Low speed operation
 - 2.4.4. Off-road mode
 - 2.4.5. Drive train options
- 2.5. Components
- 2.6. Trailer detection and functionality
- 2.7. Intervention warning
- 2.8. Failure warning

- 2.9. Stop lamp illumination
- 3.0. Assessed vehicle variables:
 - 3.1. General
 - 3.2. Brake system type
 - 3.3. Brake type
 - 3.4. Centre of gravity
 - 3.5. Management of the engine or other source(s) of motive power
 - 3.6. Gearbox type
 - 3.7. Installation configurations
 - 3.8. Lift axles
 - 3.9. Effect of load variations
 - 3.9.1. Roll-over control
 - 3.9.2. Directional control
 - 3.10. Steering ratio
 - 3.11. Additional steering or steered axles
 - 3.12. Suspension
 - 3.13. Track width
 - 3.14. Yaw rate and lateral acceleration sensor(s)
 - 3.15. Wheelbase
 - 3.16. Wheel type, tyre type, tyre size
- 4. Limits of Installation:
 - 4.1. Suspension type
 - 4.2. Brake type
 - 4.3. Location of Components
 - 4.3.1. Yaw rate and lateral acceleration sensor(s) position
 - 4.4. Anti-lock braking configuration(s)
 - 4.5. Additional steered axle
 - 4.6. Additional recommendations and limitations
 - 4.6.1. Brake system type
 - 4.6.2. Management of the engine or other source(s) of motive power
 - 4.6.3. Lift axles
- 5. Test data and results:
 - 5.1. Test vehicle data (including the specification and functionality of any trailer(s) used during the test(s))
 - 5.2. Test surface information
 - 5.2.1. High adhesion surface

- 5.2.2. Low adhesion surface
- 5.3. Measurement and data acquisition
- 5.4. Test conditions and procedures
 - 5.4.1. Vehicle tests
 - 5.4.1.1. Directional control
 - 5.4.1.2. Roll-over control
- 5.5. Additional Information
- 5.6. Test results
 - 5.6.1. Vehicle tests
 - 5.6.1.1. Directional control
 - 5.6.1.2. Roll-over control
- 5.7. Assessment in accordance with Annex 18 to this Regulation
- 5.8. Compliance with Regulation No. 10
- 6. Attachments:
- 7. Date of test:
- 8. This test has been carried out and the results reported in accordance with Annex 19, Part 2 to Regulation No. 13 as last amended by the series of amendments.
 Technical Service ¹ conducting the test
 Signature: Date:
- 9. Approval Authority ¹
 Signature: Date:"

Annex 21, amend to read:

"Annex 21

Special requirements for vehicles equipped with a vehicle stability function

- 1. General
 - 1.1. This annex defines ... of this Regulation.
 - 1.2. In meeting the requirements of this annex the "other vehicles" as mentioned in paragraphs 2.1.3. and 2.2.3. shall not differ in at least the following essential respects:
 - 1.2.1. the character of the vehicle;

¹ To be signed by different persons even when the Technical Service and Approval Authority are the same or alternatively, a separate Approval Authority Authorization is issued with the report.

- 1.2.2. in the case of power-driven vehicles the axle configuration (e.g. 4x2, 6x2, 6x4);
- 1.2.3. in the case of trailers the number and arrangement of axles;
- 1.2.4. the front axle steering ratio in the case of power-driven vehicles when the vehicle stability function does not include it as a end-of-line programmable feature or as a self-learning feature;
- 1.2.5. additional steered axles in the case of power-driven, and steered axles in the case of trailers;
- 1.2.6. lift axles;
- ...

Annex 21

Appendix 2

Dynamic stability simulation tool and its simulation

...

- 2.3. [The simulator shall be deemed to be validated **for a range of wheel base lengths and centre of gravity heights for a vehicle type(s)** when its output is comparable to the practical test results produced by **the same** vehicle type(s) during the selected manoeuvre(s) from those defined with paragraph 2.1.3. or 2.2.3. of Annex 21, as appropriate.

The comparison shall include at least three practical tests in each of the laden and unladen conditions to show that different conditions of load can be adapted to and to confirm the extreme parameters to be simulated; i.e.:

- (a) **vehicle with shortest wheelbase and highest centre of gravity;**
- (b) **vehicle with longest wheelbase and highest centre of gravity; and,**
- (c) **vehicle with a wheelbase which is approximately midway between the longest and shortest wheelbases with the highest centre of gravity.**

In the case of the steady state circular test the under-steer gradient shall be the means of making the comparison.

In the case of a dynamic manoeuvre, the relationship of activation and sequence of the vehicle stability function in the simulation and in the practical vehicle test shall be the means of making the comparison.]

...

Annex 21

Appendix 3

Vehicle stability function simulation tool test report

...

2.1. **Character of vehicle type:** (e.g. truck, tractor **for semi-trailer**, bus, semi-trailer, centre-axle trailer, full trailer)

..."

II. Justification

1. In developing the requirements for a vehicle stability function (Annex 21), it was recognized that the testing of its component functions, directional control and roll-over control, at the time of type-approval would be very onerous on both the vehicle manufacturer and the system supplier in terms of timing (winter testing – low μ surface for directional control, summer testing – high μ surface for roll-over control) and safety equipment (roll-cage, outriggers, anti-jack-knifing device). Therefore, Annex 21 contains the requirement for a comparative "demonstration" (system on, system off) on "one vehicle", where the demonstration is a dynamic manoeuvre to show directional control and a dynamic manoeuvre to show roll-over control.

2. As an alternative for other vehicles and other load conditions may be submitted results from actual vehicle tests or computer simulations. In the case of a computer simulation, a Technical Service approved simulation tool must be used (Annex 21, Appendix 2).

3. As an alternative to the computer simulation, it is proposed, via this amendment, to allow a Technical Service test report to be submitted.

4. For a number of years a Technical Service component test report (Annex 19) has been allowed to be used in the type approval of trailers (Annex 20) and this amendment proposal extends the use of Annex 19 and Annex 20 to cover the vehicle stability function with regard to motor vehicles (the vehicle stability function for trailers is already included in Annex 19 and Annex 20). The existing content of Annex 19 and Annex 20 becomes Part 1 (trailers) with the new content being in a Part 2 (motor vehicles, vehicle stability function).

Annex 19:

5. The vehicle stability function, which is integrated into the motor vehicle, includes the same basic components and functionality irrespective of the vehicle type. Changes of parameters to suit specific vehicle characteristics such as wheelbase and centre of gravity height values may be necessary but the system itself remains unchanged. On this basis, vehicles can be selected and tested to cover worst case situations and the various vehicle characteristics that influence the performance of a vehicle stability function.

6. Therefore, the proposed Part 2 is structured as follows:

(a) An "Information Document" detailing the capability of the vehicle stability function for which the test report will be applicable is to be provided by the system manufacturer – paragraph 2.2. The content of the information document is defined

(Appendix 11 to Annex 19) and it is required that the information document is attached to the test report.

(b) A list of the vehicle characteristics to be considered in selecting vehicles to be tested is given in "Definition of test vehicle(s)" – paragraph 2.3.

(c) A list of the vehicle characteristics affecting the performance of the vehicle stability function and how they are to be evaluated in the testing for the test report is given in "Test schedule" – paragraph 2.4. The content of the test report is defined in Appendix 12 to Annex 19.

7. In considering the content of paragraphs 2.3. and 2.4. the following was taken into account:

(a) Vehicle category/vehicle description

The control logic for directional control and for roll-over control is the same regardless of vehicle category (e.g. N₃) or vehicle description (e.g. semi-trailer tractor). Therefore, a semi-trailer tractor can be considered to be a short wheelbase truck, and a truck can be considered to be representative of a bus. However, the intervention threshold may be different between a semi-trailer tractor, a truck and a bus. As a result, while test results can be read-across from one vehicle category/description to another, at least one vehicle category/description must be tested to allow the test report to be used for that vehicle category/description.

In addition, in the case of buses, the fitment of outriggers requires a large amount of very significant structural work to be carried-out which means that the availability of such vehicles is limited.

(b) Drive orientation (left or right hand drive)

No aspect of directional control or roll-over control is influenced by the side of the vehicle on which driver sits and, therefore, tests carried-out on a left hand drive vehicle are equally applicable to a right hand drive vehicle and visa versa.

(c) Single front axle steering

How the link between driver demand and the actual angular position of the road wheels is achieved has no influence on performance (the relationship is covered under "steering ratio"). As a result different steering arrangements are not evaluated.

(d) Additional steering axles

Whether a third axle is a fixed axle or a steering axle may have an influence on performance and, therefore, unless it is an end-of-line programming parameter (the control logic is adjusted to take its steering effect into account), it needs to be evaluated. Evaluation is by comparison of results with the steering axle in its normal operating mode and with it fixed in the straight ahead position.

(e) Steering ratio

The steering ratio — relationship between steering wheel rotation and resulting road wheel angle — is critical in determining any difference between the driver's directional demand and the actual directional movement of the vehicle, and any corrective action by the vehicle stability function (directional control). Therefore, unless the ratio is an end-of-line programming parameter or a self-learning feature in the control logic (which is required to be verified by testing for the test report), only vehicles having the same ratio(s) as that actually tested, can be type-approved.

(f) Lift axle

Lifting an axle will change the vehicle wheelbase and the change in wheelbase may affect performance. Therefore, it is required to determine if the system is able to recognize a change in axle position and provide a signal to adjust the control logic.

(g) Engine management

To optimize control of the vehicle in a pending loss of stability situation, it is not only necessary to apply the brakes of the appropriate wheels, but also to take control of the engine away from the driver. Therefore, this is to be evaluated not only in terms of signal generation but also communication compatibility.

(h) Drive train options

As with engine management, it is required to show that control (e.g. retarder control) is taken away from the driver.

(i) Differential type/differential locks

The effect of self-locking or driver selected locking may affect the performance and, therefore, the effect is to be shown.

(j) Anti-lock braking configurations

The ABS wheel speed sensors provide one of the system inputs and the ABS modulators control the output of the system and, therefore, the ABS configuration is significant in terms of system performance. In the case of end-of-line programming of the ABS configuration, each vehicle configuration being evaluated is to be tested with a different ABS configuration to demonstrate that the system is able to adjust its control logic. In the case of no end-of-line programming, each ABS/vehicle configuration is tested. As the vehicle stability function is built into a host system, e.g. ABS, EBS, each host system is to be tested.

(k) Wheelbase

While wheelbase influences performance, it can be a major logistic problem to have extreme worst case vehicles available at the appropriate time. As a result, an allowance (tolerance) is permitted on the value actually tested by the Technical Service for the test report and test data provided by the system supplier which is used to set the wheelbase limits for which the test report can be used.

(l) Wheel type and tyre type

It is not possible to test all wheel and tyre type combinations, nor is it possible to control what is actually fitted to the vehicle when the vehicle is in service. As a result, the control logic has to be robust enough to cover such possibilities and, therefore, any limitations are as given in the information document.

(m) Track width

While track width will influence the roll-over potential of a vehicle, it is subservient to the centre of gravity height. Once the resultant force of the vehicle weight and its centrifugal force acting at the centre of gravity, acts outside the effective track (the outer limit of the tyre/road surface interface) the vehicle will roll-over. Therefore, track width is not evaluated as a separate characteristic.

(n) Suspension type

Similar to track width, the type of suspension is subservient to the centre of gravity height. Therefore, suspension is only evaluated on the basis of basic type, i.e. air, mechanical, rubber.

(o) Centre of gravity height

The centre of gravity height is a variable during the operation of a vehicle due the amount and type of load and, therefore, it is to be shown that the vehicle stability function can automatically adapt to changes in centre of gravity height.

While it is possible to adjust the centre of gravity height of a vehicle, it can be a major logistic problem to have an extreme worst case vehicle available at the appropriate time. As a result, an allowance (tolerance) is allowed on the maximum value actually tested by the Technical Service for the test report and test data provided by the system supplier which is used to set the maximum centre of gravity height for which the test report can be used.

(p) Lateral acceleration sensor position/yaw rate sensor position

The positioning of individual sensors or a combined sensor can influence performance and, therefore, the installation envelop specified by the system manufacturer in the information document is to be evaluated to demonstrate conformity.

(q) Loading

As vehicles are operated under differing conditions of load, testing is required in the laden and unladen/part laden conditions.

In the case of semi-trailer tractors, the semi-trailer is influential in the performance of the system and, therefore, laden and unladen/part laden test are carried-out with a semi-trailer attached. A specific semi-trailer is not specified as there is no control of the semi-trailers that will be used in service. The control logic has to be sufficiently robust to cope with all possibilities. The tractor alone (solo without any additional weight representing a semi-trailer) is also required to be evaluated as this is a possible operating condition.
