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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****Eighty-second session**

Geneva, 20-23 September 2016

Item 3(c) of the provisional agenda

Regulations Nos. 13 and 13-H - Clarifications**Proposal for amendments to Regulation No. 13 (Braking)****Submitted by the expert from the European Association of Automotive Suppliers***

The text reproduced below was prepared by the expert from the European Association of Automotive Suppliers (CLEPA), introducing an amendment to the Regulation No. 13, based on the informal document GRRF-81-20-Rev.1. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), 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.

GE.16-11496(E)



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I. Proposal

Footnote 12 in paragraph 5.2.1.32., amend to read:

¹² Off-road vehicles, special purpose vehicles (e.g. mobile plant using nonstandard vehicle chassis, mobile cranes, hydro-static driven vehicles in which the hydraulic drive system is also used for braking and auxiliary functions, **vehicles where the installation of a sensor(s) necessary for the function of the stability control cannot be installed due to the design of the vehicle chassis**, N₂ vehicles which have all of the following features: a gross vehicle mass between 3.5 and 7.5 tonnes, a non-standard low-frame chassis, more than two axles and hydraulic transmission), Class I and Class A buses of categories M₂ and M₃, articulated buses and coaches, N₂ tractors for semi-trailer with a Gross Vehicle Mass (GVM) between 3.5 and 7.5 tonnes shall be excluded from this requirement.

II. Justification

1. Regulation No. 13, paragraph 5.2.1.32. requires the installation of an electronic vehicle stability function for most motor vehicles N₂, N₃, M₂ and M₃, but exempts some vehicles from that requirement e.g. special purpose vehicles in footnote 12 to this paragraph. This group of vehicles is not precisely defined in any regulation and as an additional explanation some vehicles are described and listed in brackets.
2. Recently a very special type of vehicles was under discussion: trucks where the frame is cut behind the cabin and a new rear frame is added. Instead of a design with a rigid axle the rear wheels are mounted to independent wheel suspensions. This makes it possible to pick-up and transport load boxes which are placed in the area of the rear frame and directly between the rear wheels. Typical loads to be carried are fork lifters and steel coils.
3. Electronic stability control systems need as input for the control algorithms signals of a lateral acceleration sensor and a yaw rate sensor. The installation positions of these sensors are given within an envelope specified by original vehicle manufacturers and are in the zone of the load box of above mentioned vehicles. For that reason an application of existing stability control systems is technically not possible and these vehicles should be exempted from the mandatory installation of electronic vehicle stability function.
4. GRRF agreed to reconsider this proposal at its eighty-second session and requested the secretariat to distribute it with an official symbol.