

ECONOMIC COMMISSION FOR EUROPE INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods
(eighty-second session)
Geneva, 7-10 May 2007
Agenda item 5(b)

CLCCR, CLEPA and OICA comments on document no. ECE/TRANS/WP15/2007/12

Construction of Vehicles Electronic Vehicle Stability Control (EVSC)

1. A schedule for introduction of mandatory installation of stability control systems on certain categories of vehicle has been proposed to GRRF and WP29, and WP15 is asked to give guidance to WP29 on the appropriate schedule for ADR vehicles.
2. The schedule included in document ECE/TRANS/WP15/2007/12 was proposed to GRRF by the European Commission. GRRF did not make any decision on the schedule, but passed it to WP29 for review at its session in November 2007 (the week after the 83rd session of WP15). GRRF may have further discussion at its September 2007 session and make further recommendations to WP29, taking into account any guidance from WP15 at its 82nd session.
3. The decision on the appropriate schedule should be taken in the light of the safety benefit to be gained by early introduction and the practical limitations arising from the process of approval of vehicles to the proposed new version of ECE Regulation no 13 and subsequently to ADR.
4. It should be noted that the European Commission's proposal, which represents their view of the earliest feasible introduction schedule, including application one year earlier for ADR vehicles than for non-ADR vehicles, sets different application dates for "type approval" and for "first entry into service". Some clarification of this distinction may be appropriate:

Type approval date

- from this date any new vehicle model which is submitted for a type approval to ECE Regulation 13 (Braking) has to meet the requirement of the amended Regulation 13, i.e. it must be equipped with EVSC.
- Vehicle models for which a type approval to Regulation 13 was granted before this date may continue to be registered and put into service without meeting the new requirements, i.e. EVSC not required, until the '1st entry into service date'.

1st entry into service date

- from this date any vehicle registered and put into service has to meet the requirements of the amended Regulation 13, i.e. it must be equipped with EVSC.

- As this also applies to older vehicle models which were type approved to the previous version of Regulation 13 this means that those vehicle models have to be type approved again to the new version, even if they were already equipped with an EVSC system, i.e. an unapproved system

This contrasts with the approach used under the ADR agreement, whereby every vehicle registered and put into service for the transport of dangerous goods, in categories EX/II, EX/III, FL, OX and AT, has to be individually approved to the version of ADR current at the time of registration.

5. It should be noted that the process of obtaining type approval under the 1958 Agreement can be complicated and time-consuming and especially in a case such as this where a new technology is being approved, involving new procedures and the use of computer simulation to verify compliance. Not only manufacturers, but also type approval authorities and their technical services have to become accustomed to the new requirements and procedures, and this will, at least at first, increase the time taken to obtain the type approval to Regulation 13.

6. Many heavy goods vehicles (such as the majority of ADR vehicles) are manufactured in two or more stages, with bodywork and/or equipment fitted later by a body-builder other than the chassis manufacturer. This means that there can be a considerable delay (often several months) between the date of manufacture of the incomplete vehicle, and the entry into service of the completed vehicle. This in turn means that a vehicle may have to be built to comply with the new Regulation 13 several months before the date specified for first entry into service, because its actual entry into service will be after that date.

7. In view of all these considerations, it is therefore important to avoid conflicts between the different approaches in ADR and type approval under the 1958 Agreement, by leaving the detailed introduction schedule to GRRF and WP29 (subject to guidance from WP15 regarding the need for early introduction on ADR vehicles).

8. As mentioned in document ECE/TRANS/WP15/2007/12, paragraph 7, if WP15 decides that an earlier introduction for ADR vehicles is not necessary, chapter 9.2 may be left unchanged, with its existing reference to Regulation 13. The application dates included in the amended Regulation 13 would then automatically apply.

9. If, however, WP15 decides that the suggested earlier introduction for ADR vehicles is required, it would be necessary to amend the ADR to authorise these temporary special conditions for the carriage of dangerous goods. It would therefore also be necessary for GRSG and WP29 to amend Regulation 105 to maintain alignment between it and the ADR. All of these amendments (to Regulation 13, Regulation 105 and the ADR) would need to be synchronised to avoid conflicting requirements.

10. In this case, Industry would propose the following amendments: *(additions shown in bold underlined text.)*

ADR

Amend the table in paragraph 9.2.1 as follows:

TECHNICAL SPECIFICATIONS		VEHICLES					COMMENTS
		EX/II	EX/III	AT	FL	OX	
9.2.3	BRAKING EQUIPMENT						
9.2.3.1	General provisions	X	X	X	X	X	
	Anti-lock braking system		X ^{b, d}	X ^{b, d}	X ^{b, d}	X ^{b, d}	b Applicable..... d As from
	Endurance braking system		X ^{c, g}	X ^{c, g}	X ^{c, g}	X ^{c, g}	c Applicable..... g As from.....
	<u>Stability control function</u>	<u>X^h</u>	<u>X^h</u>	<u>X^h</u>	<u>X^h</u>	<u>X^h</u>	<u>h Applicable to vehicle of category N3 and semi-trailers of category O3 and O4, first registered (or which entered into service if the registration is not mandatory) after [date to be specified – 36 months after entry into force of the 11th series of amendments to Regulation 13]</u>

Add new paragraph 9.2.3.1.3 to read:

- 9.2.3.1.3** **EX/III, FL, OX and AT vehicles of category N3, and EX/III, FL, OX and AT semi-trailers of category O3 and O4 shall be equipped with a stability control function, meeting the requirements of paragraph 5.2.1.32 (for N3 vehicles) or 5.2.2.23 (for O3 and O4 semi-trailers) of Regulation 13³.**

Regulation 105 (05 series of amendments)

Add new paragraph 5.1.3.3 to read:

- 5.1.3.3** **EX/III, FL, OX and AT vehicles of category N3, and EX/III, FL, OX and AT semi-trailers of category O3 and O4 shall be equipped with a stability control function, meeting the requirements of paragraph 5.2.1.32 (for N3 vehicles) or 5.2.2.23 (for O3 and O4 semi-trailers) of Regulation 13.**

Delete paragraphs 10.1. to 10.5. and insert new paragraphs 10.1. to 10.7., to read:

- 10.1.** **As from the official date of entry into force of the 05 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by the 05 series of amendments.**
- 10.2.** **As from [date to be specified – 12 months after entry into force of the 11th series of amendments to Regulation 13] Contracting Parties applying this Regulation shall grant ECE approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 05 series of amendments.**
- 10.3.** **Contracting Parties applying this Regulation shall continue to grant approvals and extensions of such approvals to those types of vehicle which comply with the requirements of this Regulation, as amended by the preceding series of amendments until [date to be specified – 12 months minus one day after entry into force of the 11th series of amendments to Regulation 13].**
- 10.4.** **No Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the 05 series of amendments to this Regulation.**
- 10.5** **Until [date to be specified – 12 months after entry into force of the 11th series of amendments to Regulation 13], no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the preceding series of amendments to this Regulation.**
- 10.6** **Starting [date to be specified – 36 months after entry into force of the 11th series of amendments to Regulation 13], Contracting Parties applying this Regulation may refuse first national or regional registration (first entry into service) of an EX/III, FL, OX or AT vehicle of category N3 or semi-trailer of category O3 or O4, which does not meet the requirements of the 05 series of amendments to this Regulation.**
- 10.7** **For vehicles other than EX/III, FL, OX and AT vehicles of category N3 and semi-trailers of category O3 and O4, ECE approvals to the preceding series of amendments to this regulation shall remain valid indefinitely.**
-