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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-seventh session

Geneva, 2-5 February 2010

Item 3(e) of the provisional agenda

REGULATIONS Nos. 13 AND 13-H  
(Braking)

Electronic Vehicle Stability Control (EVSC)

Proposal for amendments to Regulation No. 13

Submitted by the expert from the United Kingdom\*

The text reproduced below was prepared by the expert from the United Kingdom in order to define the markings of the vehicle stability function operation and warning lamps to be automatically disabled. 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

Annex 21

Paragraph 2.1.5., amend to read:

"2.1.5. A vehicle stability function failure or defect shall be detected and indicated to the driver by a yellow optical warning signal.

The warning signals specified in paragraph 5.2.1.29. of this Regulation shall not be used for this purpose.

The warning signal shall be constant and remain displayed as long as the failure or defect persists and the ignition (start) switch is in the 'on' (run) position and **shall be identified by the symbol shown below or the text "ESC"**.



**The warning signal, when illuminated, must be sufficiently bright to be visible and verifiable to the driver from the driver's seat under both daylight and night-time driving conditions."**

B. JUSTIFICATION

At the sixty-sixth session of the Working Party on Brakes and Running Gear (GRRF), the group agreed that the Electronic Stability Control (ESC) system should have dedicated yellow warning lamp(s) to alert the driver of ESC intervention or to warn of a defect. However, these lamps do not need any marking to distinguish them from other yellow warning lamps.

It is proposed to align the markings of the EVSC warning lamps with those in Regulation No. 13-H to clearly identify that they are dedicated to that system. This will assist the driver and enforcement agencies to distinguish them from other systems/warning lamps. Whilst it is unusual to include markings into Regulation No. 13, it is considered necessary until appropriate ESC controls and markings are incorporated into Regulation No. 121 (Identification of hand controls, tell-tales and indicators).

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