

OICA doc. Presented in Paris on 25 January 2005. Second ad-hoc GRRF meeting on EVSC

**Lead-times for EVSC implementation on Trucks & Buses
OICA meeting, 24 January 2005, Paris**

Truck & bus industry is of the opinion that it is too premature to define lead-times for implementation of EVSC, as it is not yet clearly defined what is an EVSC, and how it shall be homologated. Indeed, final regulation text could generate additional development or homologation work, which could drastically increase lead-times.

Truck and bus industry can only highlights following obstacles and difficulties for implementation of ESP on a mandatory base:

- Most of truck manufacturers are just in the early introduction phase of ESP, and sell it as a “low volume” option. Is available feedback from field sufficient -regarding impacts on safety, system robustness to various real conditions, and market acceptance- to mandate such systems?
- Limited resources of both vehicle and system manufacturers (e.g.frozen lakes), that will require a progressive introduction on different vehicle types.
- Low volume variants where manufacturers do not focus will require exceptions or additional lead times.
- Huge variety of vehicle types, with several influencing parameters:
 - single or multi-body vehicles, number of axles,
 - weight, load distribution,
 - wheel base,
 - COG height,
 - Wheels dimensions (16”5, 17”5, 19”5, 22”5),
 - Braking system technology (pneumatic, air over hydraulic, hydraulic),
 - Steering gear ratios etc.
- ESP currently only available on EBS based vehicles.
- No ESP is available on truck-full trailer combination. Technical feasibility is not yet proven.
- ISO 11992 needs to be updated to allow the truck to know about trailer type (full or center-axle trailer).