

ISO11992 Development

At the meeting held on 25 January 2005 a presentation was made which outlined how ISO11992 was being developed in terms of application by an informal industry group and the addition of new messages by Task Force 4 who is responsible within ISO for the Standard. The presentation was circulated as Document EVSC05/07 and made reference to the following:

- That Regulation 13 should require certain parameters to be supported by either the motor vehicle as appropriate.
- That when either the motor vehicle or trailer supports certain functions then the status of those function should be transmitted via the electric control line.
- That when the trailer supports a given safety related function and the driver should be warned when a certain condition is realised.
- That the draft ISO11992 Standard dated 30th September 2004 contains new parameters that are required for the purposes of stability control.
- Proposed additional parameters be included within the Standard as follows:
 - Towing Vehicle to Trailer:
 - Towing vehicle is/is not equipped with a directional control system
 - Towing vehicle is/is not equipped with a directional and roll over control system.
 - Request for the trailer roll stability function to be disabled
 - Request for the trailer yaw control function to be disabled
 - Trailer to Towing Vehicle:
 - Trailer is/is not equipped with a yaw control system
 - Reduce engine power – VDC Active
 - Trailer does/does not support braking via the electric control line
 - Have separate messages that independently define semi and centre axle trailers.
 - Trailer roll stability function has/has not been disabled
 - Trailer yaw control function has/has not been disabled
- That the definition of VDC active within ISO11992 should be revised to make reference to the definitions that will be specified within ECE Regulation 13.

With respect to additional parameters, the EVSC group was requested to consider whether the above new parameter requirements were satisfactory and to advise by the end of February if the above list combined with the new parameters in the draft Standard fulfilled the expectations of the EVSC Group. The objective being to present the comments of the EVSC Group at the TF-4 meeting scheduled for 15 and 16 March. No comments were received therefore it was considered that no additional parameters were necessary.

At the above Task Force 4 meeting the requirement for new the messages defined above was explained and accepted along with the need to revise the definition of VDC Active. It was also considered necessary by the group define in the case of a full trailer the number of axle on the front and on the rear. A new draft of the Standard will be prepared and circulated for comment.

The timing associated with the availability of the final published Standard is unclear in that if the EVSC group intend to present proposal to GRRF in either September 05 or February 06 the Standard will still be in draft form and may not be finalised until the end of 2006. This would mean that any reference to ISO11992 within the Regulation will need to refer to a provisional date e.g. ISO11992:2006 and be placed in []. This is unlikely to cause a problem as lead times will be required when the proposals to amend Regulation 13 are made to GRRF as the above changes to ISO11992 will result in a change to the vehicle specification.