

## Proposed amendments to ECE Regulation No. 13

### A. PROPOSAL (Provisions for vehicle stability control systems)

#### Annex 21

Paragraph 2.1.1 amend to read:

**2.1.1.** Where a vehicle is equipped with a vehicle stability function as defined in paragraph 2.32. of this Regulation, the following shall apply:

In the case of directional control the function shall have the ability to automatically control **individually the left and right** wheel speeds **on at least two wheels of each axle or axle group\*** by selective braking based on the evaluation of actual vehicle behaviour in comparison with a determination of vehicle behaviour demanded by the driver.<sup>1)</sup>

In the case of roll-over control the function shall have the ability to automatically control ~~individual or multiple~~ **the left and right** wheel speeds **on at least two wheels of an axle or axle group\*** by selective braking or automatically commanded braking based on the evaluation of actual vehicle behaviour that may lead to vehicle roll-over.<sup>1)</sup>

\* **In the case of multiple axles, where the spread is greater than 2m, each individual axle shall be considered as an independent axle group.**

Paragraph 2.2.1 amend to read:

**2.2.1.** Where a trailer is equipped with a vehicle stability function as defined in paragraph 2.32. of this Regulation, the following shall apply:

In the case of directional control the function shall have the ability to automatically control **individually the left and right** wheel speeds **on at least two wheels of each axle or axle group\*** by selective braking based on the evaluation of actual trailer behaviour in comparison with a determination of the relative behaviour of the towing vehicle.<sup>1)</sup>

In the case of roll-over control the function shall have the ability to automatically control ~~individual or multiple~~ **the left and right** wheel speeds **on at least two wheels of an axle or axle group** by selective braking or automatically commanded braking based on the evaluation of actual trailer behaviour that may lead to roll-over.<sup>1)</sup>

\* **In the case of multiple axles, where the spread is greater than 2m, each individual axle shall be considered as an independent axle group.**

## **B. JUSTIFICATION**

The current text required that “individual” wheel speed must be controlled, this is considered to be an unnecessary design restriction as it would imply a 6 channel system on a three axle vehicle or 8 channel system on a 4 axle vehicle etc. The revised text would allow braking of the wheels within an axle group provided the wheel centres did not exceed a specified limit. The 2m axle spread value proposed is the same as that used in Annex 10 to the Regulation.

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